

SEPTEMBER 15, 1950

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The Autocar

FOUNDED 1895

9^D



TALE OF TWO FORTIES

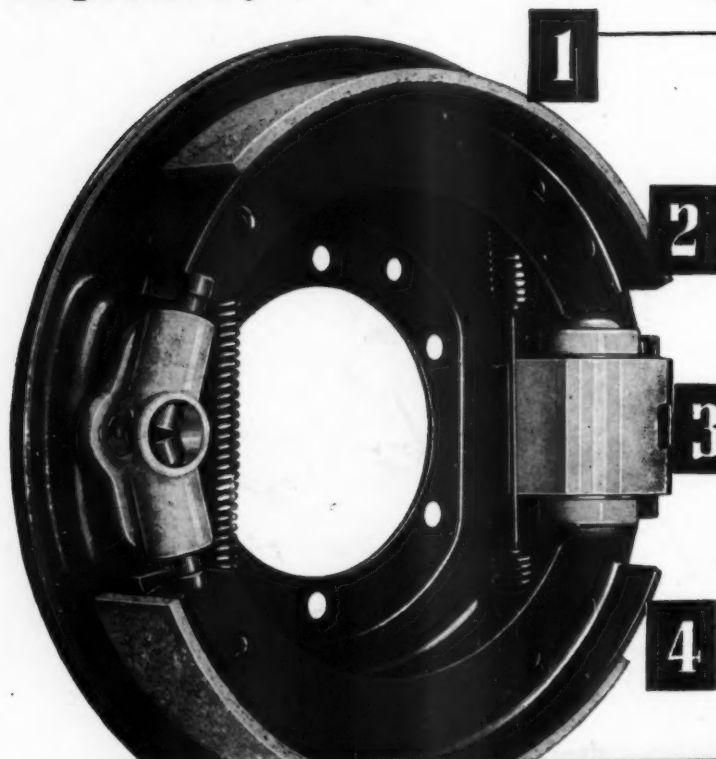
There's a world of difference between New Zealand and Britain on the map—but *not* on the subject of cars. In the land of the Roaring Forties the A40's ability to go

like a breeze is well-known. Its vivacious performance, its big-car comfort and low running costs make it one of the most rewarding exports Britain has ever produced.

A U S T I N — you can depend on it!

Four *good* reasons for Girling Hydraulic Superiority . . .

The Balanced Pressure on the master cylinder seal ensures no nibbling of the lip.



The system being open to atmospheric pressure ensures no trapped pressure, giving easier brake return and light initial pedal effort.

The Girling Wedge type hand brake actuation using free floating rollers and forming an integral unit with the hydraulic wheel cylinder gives the maximum possible mechanical efficiency

Adjustment is by the well known Girling wedge type adjuster, and adjusts both hand and foot brake simultaneously.

GIRLING

THE BEST BRAKES IN THE WORLD



HYDRAULIC

BRAKES

You do the
DRIVING Sir,
and let ME do
the dirty work..
it's BETTER and
CHEAPER



POINTS OF TECALEMIT SERVICE

- ➊ Chassis Lubrication.
- ➋ Springs sprayed.
- ➌ Engine, Gear Box and Back Axle checked for oil.
- ➍ Bodywork and Metalwork washed and polished,
- ➎ Brakes and Steerings carefully inspected.
- ➏ Tyres inspected and checked.
- ➐ All work recorded.
- ➑ Reminder sent you when car needs re-servicing.

*From all Garages and Service Stations
displaying the Target and Arrow Sign.*

Lubrication and Servicing Equipment

for every Industry.

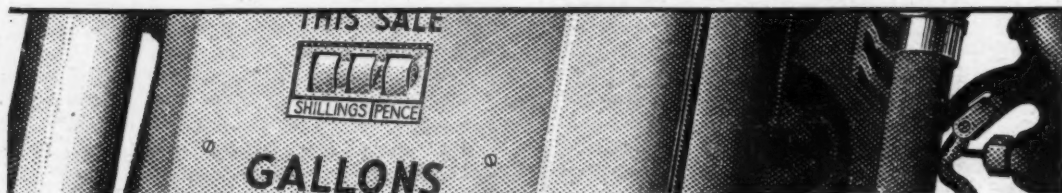
Metering and Filtration.



It pays to say



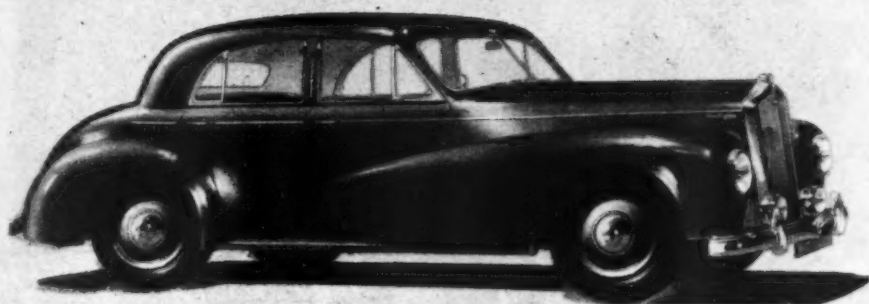
FOR ALL PETROLEUM PRODUCTS



ANGLO AMERICAN OIL COMPANY LIMITED

36 Queen Anne's Gate, London, S.W.1

Long
low
graceful,
it fits
the Ritz
entrance.
Doormen stand
slightly
straighter
when it glides up.



And inside
five's
company
but never a crowd
in the Wolseley
"Six Eighty".

Its modern lines
are signs
of an owner
who likes
his car
to speak
English.

Gracefully Modern - Distinctly

WOLSELEY



"FOUR FIFTY": £550
plus £153.10.7 Purchase Tax
"Six Eighty": £600
plus £167.8.4 Purchase Tax

WOLSELEY MOTORS LIMITED, COWLEY, OXFORD

Overseas Business: Nuffield Exports Ltd., Oxford and 41, Piccadilly, London, W.1.

London Showrooms: Eustace Waskins Ltd., 12 Berkeley Street, W.1.

10,000 Miles in 10,000 Minutes!

Subject to official confirmation


The Stock Model

AUSTIN A 40

which recently captured 5 new records

(Class 'F' 1,100 - 1,500 c.c.) by

covering 10,000 miles in 7 days at

60 m.p.h. at Montlhéry, France, was

fitted with a

ZENITH V Type CARBURETTER

★ Proof of the dependability of ZENITH Carburetters has again been demonstrated by this latest success of the A 40 in completing one of the most gruelling speed endurance tests ever undertaken by a British car of stock design.

This follows other recent ZENITH successes:—

JAVELIN JUPITER

— LE MANS

SUNBEAM-TALBOT

— ALPINE RALLY

ZENITH

CARBURETTERS

Miles ahead in service

ZENITH CARBURETTER CO., LTD., HONEYPOT LANE, STANMORE, MIDDX.



INCENTIVE-BUILT *tyres* *cut running costs*

TODAY as never before, you should demand every ounce of value, every mile of service from your tyres. And that makes the common-sense principle of Incentive more important than ever.

The Henley Incentive Scheme puts something extra into every tyre that comes out of the most modern tyre-making plant in Britain. Machines and materials are important—but far and away the most decisive element in making tyres that give *more miles of hard wear* is the human element.

The Henley Incentive Scheme recognises that fact, and rewards better work with better pay.

Henley workers are paid for the *quality* of their work. They take an interest in their job; they are keen to make tyres that you'll ask for again.

MORE MILES FOR YOUR MONEY

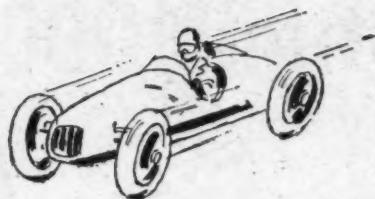
Long trouble-free life in a tyre is something to value now as never before. And you can choose Henley Tyres with the confidence of getting those extra miles, thanks to the principle of better pay for better work. You pay nothing extra for an incentive-built tyre—but you get more of what you want for your money. Check your tyre-mileage and see.

YOUR DEALER WILL BE PLEASED TO FIT

HENLEY TYRES

BUILT WITH INCENTIVE

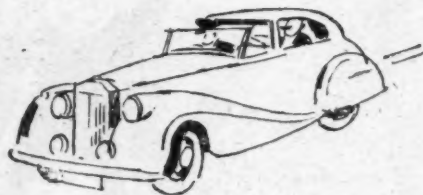
Enthusiasts at Silverstone
or Isle of Man T.T.



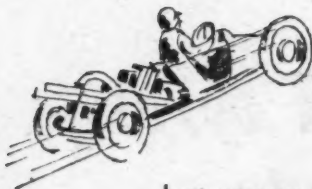
Or simple week-end Motorists
who study M.P.G.



Sleek chauffeur-driven 'Phantoms'
who never lift the lid



And those who talk of ratios
for their next Shelsely bid



Just as you associate
good porcelain with China



Don't forget your better petrol
OUTLOOK will be **FINA**



Fina Petroleum Products Ltd. Blenstock House, 7, Blenheim St. New Bond St. London, W.1.

LEA-FRANCIS CARS

"Famous for Fifty Years"

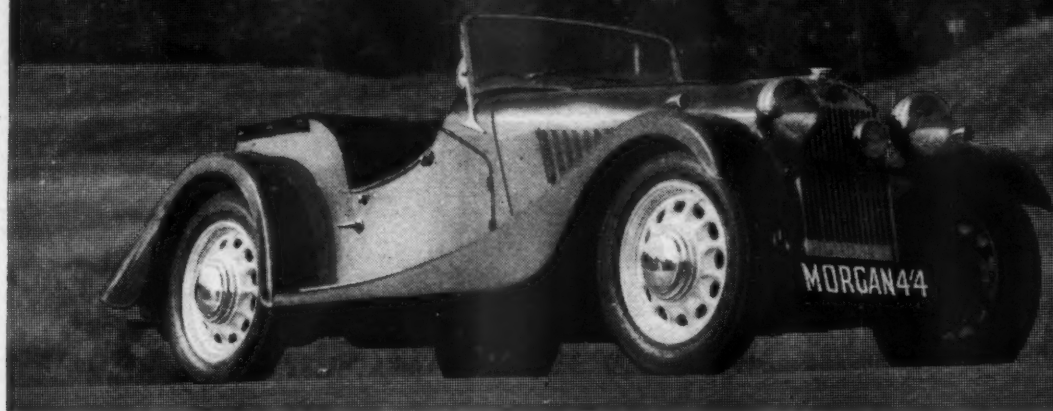


LEA-FRANCIS CARS LIMITED, COVENTRY, ENGLAND

SOLE DISTRIBUTORS FOR LONDON and the Home Counties:
CHARLES FOLLETT LTD., 18 BERKELEY STREET, W.1
MAYFAIR 6266

FOR THOSE WHO TAKE A
KEEN INTEREST IN MOTORING

The
Morgan 4/4
completes the picture



THE MORGAN MOTOR CO LTD • MALVERN LINK • WORCESTERSHIRE



Singing in the rain

The first drops splash the windscreen, and you wish you were already back by your own fireside.

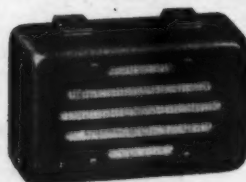
But with a flick of the finger you have your important personages happy again, and those dreaded miles roll away.

Get your dealer to fit a PYE car-radio today, and you will always be certain of SINGING IN THE RAIN.



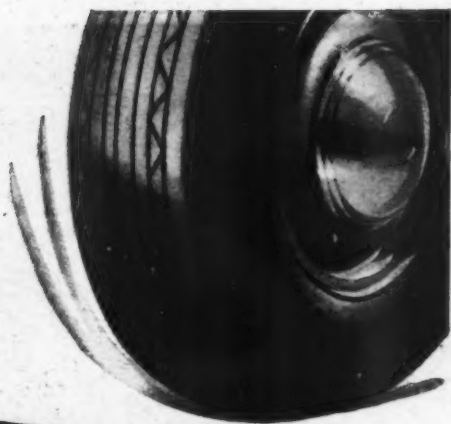
MOTOR RADIO

Model No.
P23CR - 6v.
P24CR - 12v.
PRICE 17 gns.
Tax Paid.



MADE IN CAMBRIDGE
The Centre of Scientific Research

PYE LIMITED • RADIO WORKS • CAMBRIDGE



When you've got to

stop



you can rely on **MINTEX**

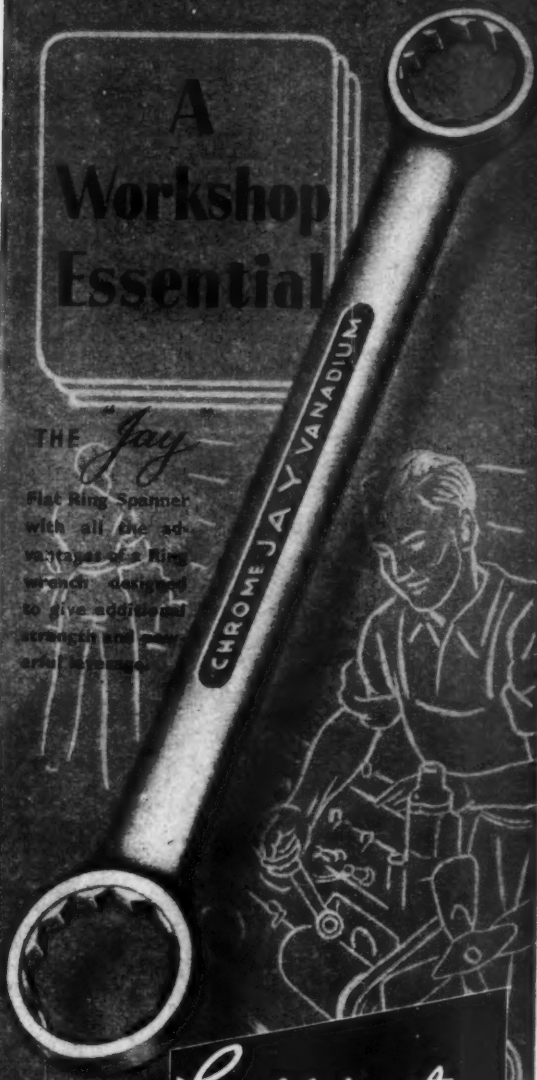
Mintex Brake Liners are manufactured by British Belting and Asbestos Limited, Cleckheaton, Yorkshire and are available at all our Service Depots and Stockists.

A Workshop Essential

THE *Jay*

Flat Ring Spanner
with all the ad-
vantages of a Ring
wrench—designed
to give additional
strength and con-
venient handling.

CHROME JAY VANADIUM



Garrington

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Wm. Churchill & Co., Ltd.
Cannon Road
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Obtainable from all recognised Tool and Motor Accessory Stockists

WRITE FOR ILLUSTRATED LISTS—

JOHN GARRINGTON & SONS LTD
ALBERT WORKS, DARLSTON, STAFFS., ENGLAND
NEWTON WORKS, BROMSGROVE, WORCS., ENGLAND

LESS
wear and friction
MORE
miles per gallon

if you use
**RUNNING-IN
COMPOUND
AND UPPER
CYLINDER
LUBRICANT**
containing

'dag'

COLLOIDAL GRAPHITE

★ **BECAUSE** the lubricating surface that 'dag' Colloidal Graphite imparts to cylinder walls and piston rings cannot be removed by heat or fuel—thus ensuring smoother performance, higher compression and lower fuel consumption.

You can get R.I.C. and U.C.L. labelled either 'dag' Colloidal Graphite or "Acheson" Colloidal Graphite from your garage or from Halfords.

MAIL THIS COUPON FOR MORE DETAILS

TO:— ACHESON COLLOIDS LIMITED,
18 PALL MALL, LONDON, S.W.1

Please send literature and address of nearest supplier of special lubricants containing 'dag' Colloidal Graphite.

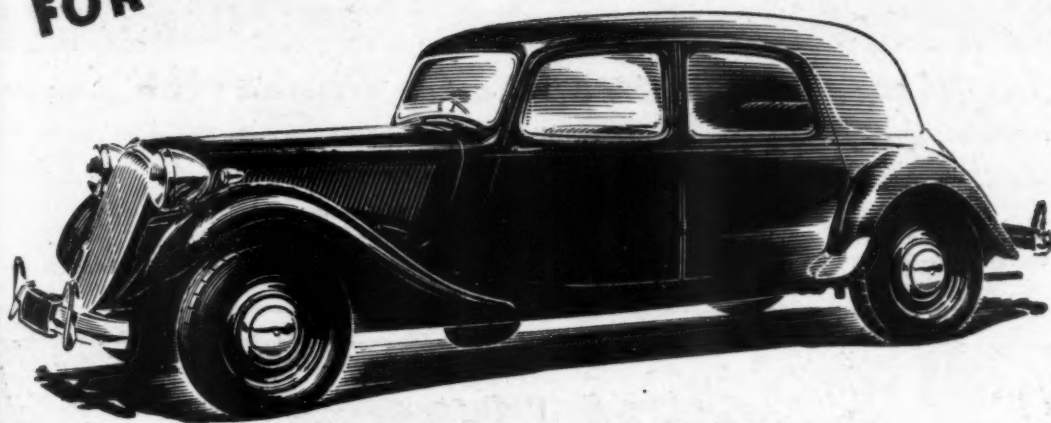
NAME

ADDRESS

dag
COLLOIDS



FOR TRAVELLING **FAR...AND FAST**



What "The Autocar" says about the CITROEN SIX

"It is lively, eager, purposeful, feels taut and solid, allows no side sway whatsoever, and travels up to a maximum exceeding a genuine 80 m.p.h. with the same aplomb as it displays in the fifties. . . . Ordinary main road slopes

are taken mostly accelerating or holding the 60 to 70 m.p.h. which it could obviously maintain all day. . . . Over icy roads, the driver found himself able to virtually disregard the conditions."

The 2.8 Litre Citroën "SIX" has the famous Citroën features of design including: INDEPENDENT FRONT SUSPENSION · TORSION BAR SPRINGING · INTEGRAL CHASSIS and BODY · DETACHABLE CYLINDER BARRELS and FRONT WHEEL DRIVE.

CITROEN

SIX SALOON

Four door Saloon £1131. 11. 8 including P.T.

"LIGHT FIFTEEN" Saloon £761. 0. 7 including P.T.

CITROEN CARS LTD., SLOUGH, BUCKS.

Phone: Slough 23811. Grams: Citroworks.



LET
NOTEK
BE YOUR EYES
IN
FOG & DARKNESS

The World's Safest NON-GLARE Fog, Driving & Pass Lamps

PASSMASTER—Triumph of Optical Research. Throws a powerful beam to the near side of the road only—eliminates dazzle.

ROADMASTER—Range 300ft. Width 80ft.

SPEEDMASTER—Range 600ft. Width over 40ft. Recommended for private cars, particularly those under 20 h.p.

FOG MASTER—Range 400ft. Width 80ft.

DRIVEMASTER—Range 800ft. Width over 40ft. Recommended for larger cars and commercial vehicles.

The superb Notech beam can only be achieved by using Notech Mazda 36-w. horizontal filament bulbs.

NEW DEVELOPMENTS:—

NOTEK REVERSING LIGHT

NOTEK ROAD EMERGENCY FLARE.

Obtainable from Garages and Motor Agents.



MODEL 500

Remote control. A model renowned for its fine tone. Separate small control head fits below dash panel. Receiver size $6\frac{1}{2} \times 7\frac{1}{2} \times 6\frac{1}{2}$ ins. Retails at - - - 22 gns. Plus Purchase Tax.

Masteradio

MOTOR RADIOS

COMPACT and EASILY FITTED

These small, compact motor radios give tone and reception comparable with the best home set. They are easily fitted and will merge unobtrusively with any dash panel.



MODEL 701

Single unit. Snap tuning makes this unique in motor radio receivers, four stations can be pre-set in addition to free tuning on both wavebands. Fitted Tone Control. Retails at 22 gns. Plus Purchase Tax.

MODEL 701. As above but with extension speaker. Retails at 23 gns. Plus Purchase Tax.

MASTERADIO LTD. Showroom & Sales Dept., 319-321, EUSTON ROAD, LONDON, N.W.1



The learner dreams
 she's doing well
 Her dreams, of course,
 are all of



—and when the days of “Pool petrol only” are over,
 you will find once more that—you can be sure of Shell.



The Bristol Aeroplane Co. have chosen Ekco Car Radio Model CR61 for the magnificent new Bristol '401'. Ekco Radio was selected because its superb performance and complete reliability match the very high standard demanded by Bristol and sought by all discerning motorists.

Ekco Model CR61, a de-luxe all-wave radio with 'click' tuning of 4 pre-set stations, manual tuning and bandspreading on short wavebands, is also specified by many other leading car manufacturers, including Austin, Daimler, etc.

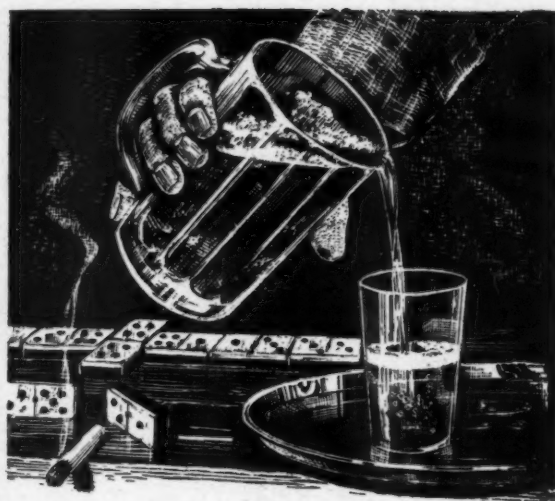
FOR CARS OF ANY MAKE OR YEAR—If your car is not already equipped with radio there is a comprehensive range of Ekco models, with direct or remote control and extension speakers if required, for immediate installation in cars of any make or year. Ask your Ekco Car Radio Dealer for further details or write direct to the address below.

EKCO RADIO

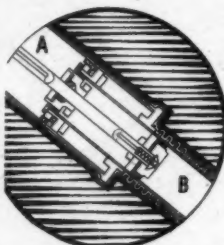
FOR CAR, COACH OR COMMERCIAL VEHICLE



E. K. COLE LTD., SOUTHEND-ON-SEA



Quarts into pints..



Unlike liquids, a quart of AIR will go into a pint container — fortunately for your comfort and security as a motorist. Just how easily you inflate tyres, however, depends on the type of pump used.

It's simpler by foot than by hand, of course—and easiest of all by Kismet. The diagram will show you why...

The double cylinder operation of a Kismet compresses the air from the large cylinder A into the small cylinder B (behind the piston head). In front of this piston head is the air compressed by your previous foot stroke and this is now thrust direct into the tyre, without loss or strain.

There is no forcing of the last inch. The end of the stroke is just as easy as the beginning.

KISMET

*equipment
of character*

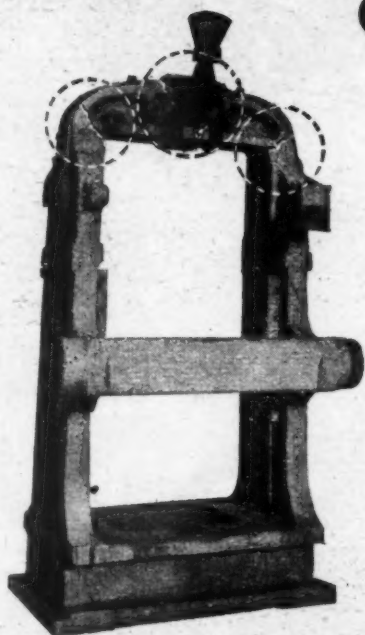


The
KISMET DUPLEX
'MASTER'
Foot Pump

WILLIAM TURNER (KISMET) LTD. EYRE WORKS · SHEFFIELD, 1

STAND 405 COMMERCIAL MOTOR EXHIBITION
STAND 476 INTERNATIONAL MOTOR EXHIBITION

MISFORTUNES never come singly...



Large Power Press with serious cracks in the crown. Height 10 ft., width 4 ft. 6 ins., depth 3 ft., Weight 5 tons. The "strap" across the top proved to be useless.

★ IN EMERGENCY—A telephone call to Barimar is wisdom. Over 40 years of well-trying experience is at the industry's service—at any hour of the day or night.

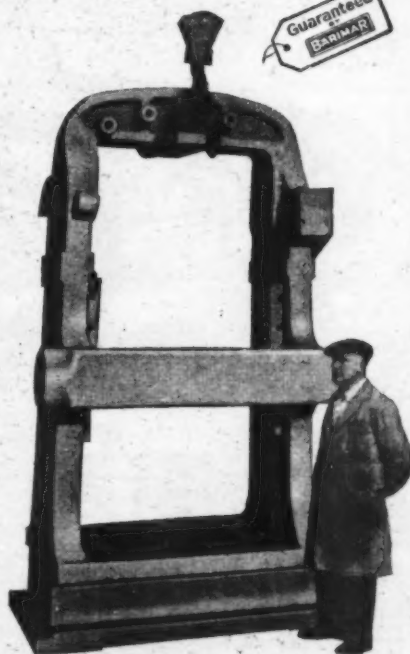
How Barimar tackled TWO Big Power Presses

MOTOR CARS are gallantly bridging the dollar gap; there must be no "let-up" in the speed of production. So imagine the concern of one of our biggest motor car manufacturers, when confronted with the fracture of two of their biggest presses—Five-tonners they were—each 10 ft. high! One had been fitted with a temporary strap across the top, but it was no use. Here were jobs down Barimar's street!

The casualties were inspected on the site by a Barimar engineer then the first one was promptly sent to Barimar's London Works. There, the mighty casting had immediate expert attention—a job that would have baffled most welders.

The press casting was welded and strengthened, the weld then thoroughly tested and afterwards guaranteed. The badly needly machine was ready for collection. Then, the second casualty was dealt with in the same way, and in record time both presses resumed their contribution to the Export Drive.

Had it been necessary, Barimar welders would have done the job on the site, but the owners recognized Barimar's unique facilities for handling castings of this size and weight in their own finely-equipped factory. Both jobs were relatively inexpensive repairs. What is more to the point, Barimar saved the owners precious time and considerable anxiety.



Guaranteed
BARIMAR

Barimar welded the cracks, there was great strength in their work. A guaranteed job and speedy delivery resulted in a highly delighted customer who immediately had another press body welded by Barimar.

MOTOR REPAIRS

Most Breakages to Motor Parts can be Repaired by Barimar at a Big Saving on the Cost of New Parts.

CYLINDER BLOCKS: Every kind of crack and fracture, broken bores, scored bores, damaged stud housings, cracked and pitted and sunken valve seatings.

CYLINDER HEADS: Broken and cracked heads, chipped, warped or damaged faces, broken rocker standards, defective camshaft bearing housings, cracked stud holes, stripped plug threads. IRON OR ALUMINIUM.

CRANKCASES: Fractures caused by broken connecting rods and run big ends, broken-off bearings, smashed sumps, cracked stud housings, broken studs and flywheel housings, stripped drain-plug threads. IRON, ALUMINIUM OR ELEKTRON.

CRANKSHAFTS: Broken (across web or journals), cracked, scored, threads stripped, splines or tapers worn, defective starter teeth on flywheels.

TRANSMISSION: Cracked or broken gearbox and axle casings, damaged gear teeth, worn splines and tapers, fractured shafts, cracked differential casings.

ALL BROKEN PARTS which are transportable must be sent Carriage Paid or delivered by customer. Please remove all fittings and post letter advising despatch.

BARIMAR

LTD.

Barimar House,
22-24 Peterborough Road,
FULHAM, LONDON, S.W.6

Telephones: RENown 2147-2148. Telegrams: "Bariquamar, Walgreen, London."

BARIMAR BRANCH ADDRESSES:

BIRMINGHAM, 12: 116-117 Charles Henry Street	Telephone: Midland 2696
MANCHESTER, 13: 67 Brunswick Street, Ardwick Green	Telephone: Ardwick 2738
NEWCASTLE UPON TYNE, 1: 31 The Close	Telephone 21055
GLASGOW, C2: 134 West George Lane	Telephone: Central 4709

THE WORLD'S SCIENTIFIC WELDERS



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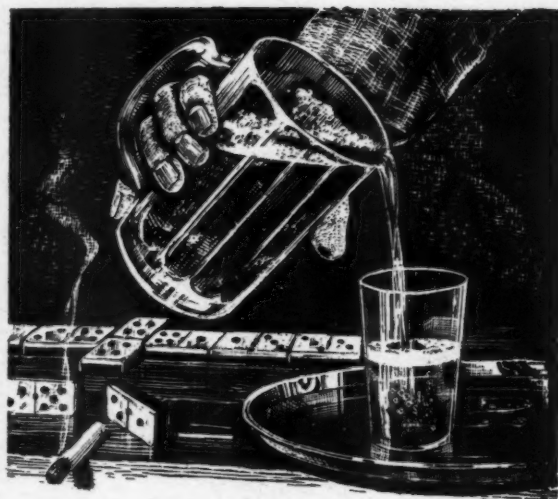
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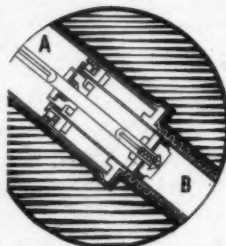
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E. K. COLE LTD., SOUTHEND-ON-SEA



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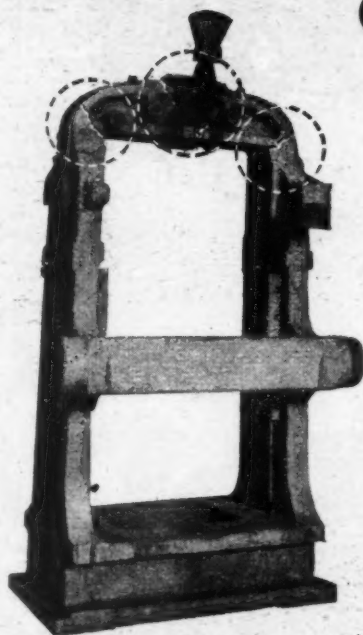


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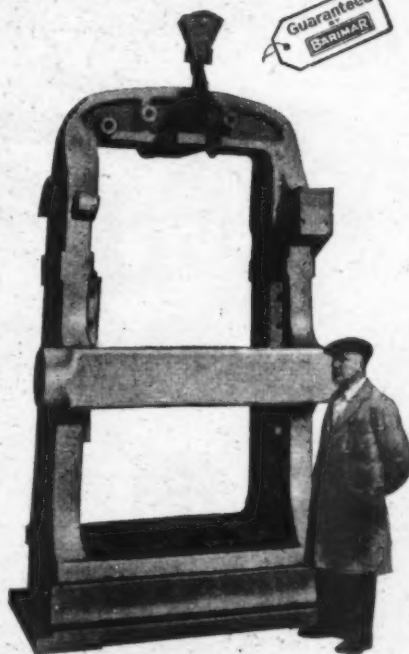
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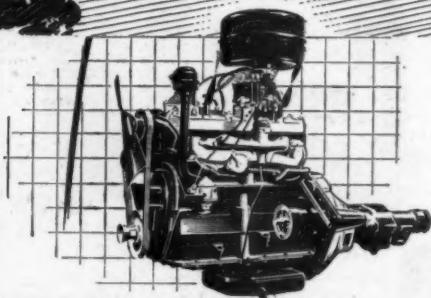
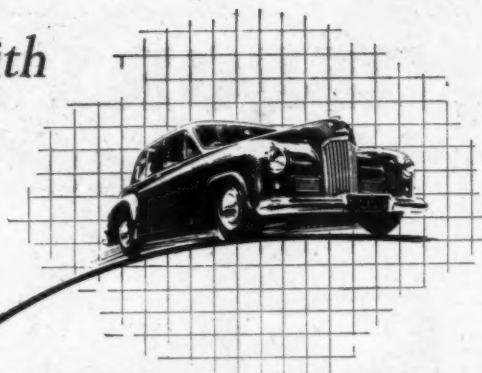
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THE WORLD'S SCIENTIFIC WELDERS

Greater power to start with

THE NEW HUMBER HAWK now fitted with a larger engine, gives more power, brilliant performance, improved torque at slow speeds—yet running costs are as low as ever. Important improvements to suspension and new cushion tyres ensure a smoother ride under all conditions with increased comfort for the occupants. Maximum safety is assured with Lockheed Hydraulic two-leading shoe brakes.



The new Hawk power unit is an impressive example of Humber precision engineering. The outcome of years of experience, it is a development of the thoroughly reliable engine which has been fully proved in service all over the world. Its outstanding performance adds the final touch to a car praised for its beauty and comfort . . . prized for its economy.



BY APPOINTMENT
TO H.M. THE KING
MOTOR CAR
MANUFACTURERS
HUMBER LIMITED

THE NEW HUMBER HAWK

Also SUPER SNIPE • PULLMAN • IMPERIAL : PRODUCTS OF THE ROOTES GROUP

Humber Ltd. Coventry London Showrooms and Export Division: Rootes Ltd. Devonshire House Piccadilly London W.1

The Autocar

FOUNDED 1895

No. 2862

FRIDAY, SEPTEMBER 15, 1950

Vol. XCV

DIFFICULTIES

THIS journal joins its readers as a victim of the trade disputes that periodically erupt to slow down the recovery of the British economy. The wearisome details of the restrictions imposed by the London Society of Compositors over the past months need not be repeated; suffice to say that on August 22 their intensification made the normal continuance of *The Autocar* and other London journals impossible.

The dispute has nothing to do with the publishers, and as a result our apology must perforce be formal. Every effort will be made to produce issues, but already that dated September 8 has not appeared, a matter of great regret after fifty-five years of rarely interrupted publication. These may be dull days at the tail end of the summer, but they are lively days in the motor industry as firms prepare their new models for the forthcoming Show at Earls Court, and it is to be hoped that the situation will not prevent manufacturers' announcements of importance from reaching our readers, particularly potential customers overseas, with the customary accuracy and technical explanation. Everything that can be done to produce *The Autocar* will be done, and it is profoundly desirable that the trade union leaders who dominate our erstwhile good friends the compositors will realize the damage that is being done to British industry by the enforced non-appearance of trade, technical and specialized journals.

NEWS AND VIEWS

Today's Issue

THIS issue of THE AUTOCAR was produced with some difficulty, and readers are asked to bear with its deficiencies. At the same time the Editor acknowledges his debt to all those who have cooperated in its production.

Rootes on Rearmanent

WARNINGS on the necessity for advance planning for rearmament were given by Sir William Rootes, K.B.E., chairman of the Rootes Group, at the Humber Jubilee Convention on September 7. The shadow factories which came into operation in the nick of time in 1940 had been planned four years previously, he pointed out. For the Rootes Group it would be possible, with much reorganization, to produce wheels for the services but to produce wings, as it did in the last war, would be a tremendous switch.

Sir William pleaded for more cars for the home market, but Mr. G. R. Strauss, Minister of Supply, said that armament needs were likely to reduce home releases.

Adhesives

PROGRESS in the use of synthetic resin adhesives in the motor industry was emphasised by the recent exhibition of a bonded clutch assembly at the works of Aero Research Ltd., Duxford, near Cambridge. The clutch which was used in the successful Jaguar XK120 in the production car race at Silverstone in August, was among the examples of adhesive applications for cars recently seen by a party from the Institute of the Motor Industry's summer school, held this year at St. Catharine's College, Cambridge.

Ladies' Festival

THE metropolitan region of the Institute of the Motor Industry will hold its Ladies' Festival on Monday, October 2, at the Connaught Rooms, London. After the reception by the Chairman, the evening will include dinner, dancing and a cabaret. Tickets are available, at 32s 6d each, from the honorary secretary, at the regional headquarters, 59, Park Way, Whetstone, London, N. 20.

Eire Concession

PRIVATE cars may now be temporarily imported into Eire without payment of duty, when the purpose of the visit is trade or pleasure. A customs pass (trip-tique) is still necessary.

Ye Olde Ferrie

STRONG complaints are being made by the Scots about the condition of the three boats in use on the Kyleakin-Kyle of Lochalsh ferry. This is the ferry which connects Skye to the mainland, and matters have been brought to a head by the breakdown of all three boats simultaneously.

Canadian Expansion

It is understood that Rootes' Canadian subsidiary has purchased a thirty-acre industrial site in Scarborough, a suburb of Toronto. Plans are being prepared, and construction is expected to start immediately on the initial group of buildings, with a minimum floor space of 40,000 square feet.

SPORTING NEWS

THE Italian Grand Prix, run at Monza on September 3, resulted in a victory for Alfa Romeo, after a tense struggle with the new unsupercharged 4½-litre Ferraris. Farina drove the winning car thereby gaining the World's Championship with 30 points, against Fangio's 27; Ascari was second, having taken over Serafini's Ferrari when his own went out with rear axle trouble. Five Alfa Romeos started, but only two finished.

In the Brighton Speed Trials, on September 2, Raymond Mays once more made f.t.d. in his familiar black 2-litre E.R.A. Last year's winner, Butterworth's A.J.B., was a non-starter, owing to its Silverstone blow-up the previous weekend. Mays' E.R.A. was timed to cover the final 88 yards of the kilometre at 139.5 m.p.h. Photographs of the above two events will be found on pages 984-5.

Also on September 2, Sunbac held a successful race meeting at Silverstone. By the time this issue appears in print the final Prescott meeting (September 10) will have come and gone; tomorrow sees the R.A.C. Tourist Trophy race at Dundrod, near Belfast, while on Sunday (September 17) there will be another race meeting for 500 c.c. cars at Brands Hatch, near Farnham, Kent.

RACE RESULTS

Italian G.P. Monza, September 3
(Race distance: 313 miles, 80 laps of 3.912-mile circuit.)

1, Alfa Romeo s (G. Farina), 2h 51m 17.4s, 109.7 m.p.h.; 2, Ferrari (D. Serafini—A. Ascari), 2h 52m 36s, 108.8 m.p.h.; 3, Alfa Romeo s (L. Fagioli), 2h 52m 53s, 108.7 m.p.h.; 4, Talbot (L. Rosier), 75 laps; 5, Talbot (P. Etancelin), 75 laps; 6, Maserati s (E. de Graffenried), 72 laps; 7, Ferrari s (P. N. Whitehead), 72 laps.

(25 starters, 18 non-finishers.)

Fastest lap: Fangio, 2m 08.117, 117.44 m.p.h.

Gran Critterium Delle 1,100 c.c.

(Race distance: 117 miles, 30 laps of 3.912-mile circuit.)

1, Osca (F. Bonetto), 2h 15m 58s, 93.70 m.p.h.; 2, Osca (R. Sommer), 2h 15m 52s; 3, Simca-Gordini (R. Simon), 2h 15m 35s; 4, Stanguellini (S. Sighinolfi), 2h 15m 35.5s; 5, Stanguellini (Delfino), 2h 15m 42.2s (27 starters, 12 non-finishers.)

Brighton Speed Trials

Standing Start Kilometre.

Sports cars: up to 1,100 c.c.: Riley 1,089 (J.M. Hawthorn), 35.9s; 1,101 to 1,500 c.c.: Cooper 1,450 (E. M. Mackay), 34.05s. 1,501 to 2,000 c.c.: B.M.W. 2,096 (G. Tyrer), 30.11s. Over 2,000 c.c.: Allard 5, 420 (S. H. Allard), 28.00s. 1,101 to 2,000 c.c.: Autocar 1,097 s (V. J. Hurn), 30.80s. Unlimited s: Jagette 2,500 s (G. D. Parker), 29.80s. Bentley D 6, unlimited: Bentley 4, 98 s (A. G. Pitts), 30.00s.

Racing cars: up to 500 c.c.: Parker-J. A. P. 198 (D. Parker), 30.20s; 501 to 750 c.c.: Cooper-J. A. P. 249 (P. J. Collins), 28.20s; 751 to 1,100 c.c.: Cooper 1,098 (H. A. Richards), 28.40s; 1,101 to 1,500 c.c.: E.R.A. 1,488 s (G. R. Hartwell), 32.0s. 1,501 to 2,000 c.c.: E. R. A. 2,000 s (R. Mays), 32.40s. Unlimited: Tie between Alfa Romeo 1,800 s (A.P.R. Roll), and Maserati 3,015 s (K. McAlpine), 25.6s; 3, Triangle "Flying Saucer" 21.00s (E. Lloyd Jones), 26.5s. F. I. & Lady: Cooper 934 (Miss B. Haig), 27.4s.

Sports Cars Sunbac Silverstone Meeting, September 2

Under 1,100 c.c. s and 1,500 c.c.: Heat 1: 1, Riley 1,087 (G. R. Stokes), 61.18 m.p.h.; 2, Lotus 1,172 (A. C. B. Chapman), 60.90 m.p.h.; 3, Riley 1,496 (M. N. Bins), 66.34 m.p.h.; 2, H.R.G. 1,496 (M. J. C. Roen).

Over 1,500 c.c. s and over 1,500 c.c.: 1, Fraser-Nash-B.M.W. 1,996 (R. C. Willis), 72.22 m.p.h.; 2, O.B.M. 1,971 (C. Moore).

Racing Cars

500 c.c.: Heat 1: 1, Cooper (D. A. Clarke), 70.51 m.p.h.; 2, Cooper (J. Leary), Heat 2: 1, Cooper (W. Webb), 69.90 m.p.h.; 2, Cutler Spl (R. H. Cutler). 750 c.c.: 1, Austin 747 (C.H. Bulmer), 55.92 m.p.h.; 2, Austin 747 (M. Edge).

Allicorn Handicap: Heat 1: 1, Grose 497 (W. L. Grose), 65.35 m.p.h.; 2, Lotus 1,172 (A.C.B. Chapman). Heat 2: 1, Cooper 497 (W. Webb), 68.24 m.p.h. Heat 3: 1, Iota 497 (R. W. Messenger), 69.10 m.p.h. Heat 4: 1, Fraser-Nash-B.M.W. 1,996 (R. C. Willis), 69.22 m.p.h.; 2, Vanguard Spl 2,068 (K. Rawlings).

INTERIOR VIEWPOINT

FURNISHINGS AND FABRICS ARE NOT IMPECCABLE

by CATHERINE STOKES

TO forget the shapely sweep of a wing outside and to concentrate upon the cabin of a car's interior is not an easy thing to do. It seems almost like judging the merit of a meal, not by its flavour, but the plate on which it is served. Yet a meal, even if it cannot be made, is marred sometimes by just this.

Married couples, one car salesman tells me, invariably divide, when inspecting a car, just where the front door is hinged to the body. The husband lifts up the bonnet and disappears underneath it, while the wife—sometimes with a tape measure—makes a scrutiny of the luggage locker. Very few, he says, comment on the internal finish. Comfort is discussed but finish seems doomed to neglect.

Now America has developed an interior as highly organized in colour and design as one of those all-electric Hollywood kitchens, where women, dressed in high fashion, juggle with canned and frozen foods. A heavy plastering of



"Married couples . . . invariably divide."

chromium prevents it from attaining to beauty, but it receives twice as much attention as does its British counterpart. Perhaps this is because the average American woman is much more car-minded than her British sister.

A glance through the catalogues will, I think, corroborate this, for while British family cars are illustrated by large pictures of exterior views, stripped chassis and engines, diagrams of braking systems and suspension, views of the luggage locker, and (to show the comfort of the thing) small photographs of the interior—all with a masculine flavour, the American pamphlets set out to tempt both men and women alike. Every detail of interior finish is packed invitingly into them. Different upholsteries are illustrated, varying colour schemes, steering wheels to match—brown and beige, if that is what you fancy, or blue with lighter blue stripes; and inside each car is sitting a model more comely than the last.

British austerity and, to some extent, the British character, would never allow a thing like this. None the less we are improving. Comfort is the main thing and, in many cases, comfort we are getting as the years stretch out. Arm rests have been introduced into nearly every low and medium-priced car. Doors are being fitted with special hinges for wide opening, and that flapping-back movement of a door, which precludes a dignified entry or exit, is being eliminated. Soon, in fact, no woman will have to fight a minor battle in order to contact the ground with both feet.

But weighing a little heavily on the other side is a lack of artistry. The Englishman likes his homely interior, and conservatism is not to be sneezed at. But homeliness can still be tasteful; it need not succumb to the dingy. For there is a deal of difference between the two. Instrument boards



"Precludes a dignified entry or exit."

sometimes have four different colours heaped upon them. A variety of coloured knobs produces an apparently serious attack of spotted fever. Cars with every detail of their exteriors beautifully executed contain ugly ashtrays inside. Very few—and this applies to the expensive and inexpensive car alike—attempt to match up the clock face with the colour scheme of the whole. Yet a 1950 Minx I recently inspected looked all the smarter for having numbers on the face of its clock of a red matching that of the leather upholstery—accidental though this may have been. Which leads to another point: clocks are shrinking with the lengthening years. Some can be identified only with difficulty, and reading them is, of necessity, more difficult still.

The cult for cream steering wheels is not easily understood, because cream—like black—does not blend with every colour. Sometimes it can appear as out of place as a kitchen fitting would in the lounge.

A window opened by one twist of the lever is fitted for the driver of one or two of the new cars; but the internal appearance of one so fitted tended to disappoint, for the eye to comfort had not extended to a dark, uneasy cream which was forced into close quarters with grey and brown. One point; and the ashtray had been planted in the floor just between the passenger and driver—not an altogether happy position. A degree of carelessness, and lighted ash or cigarette ends might burn the carpet, or even the trouser legs of an absent-minded driver.

Many cars now have carpets and window frames of a colour matching that of the exterior. It looks nice, and it links the outside with the in, reminding one of a few cases where the two have been divorced with unfortunate results. One example combines a green exterior with navy blue



"Clocks are shrinking as the years go by."

upholstery inside. Very few men, I think, would wear a green tie with a navy suit, so why inflict this same mixture upon a car?

A red Wolseley I saw the other day had a beige interior and matching steering wheel—a model of tasteful interior design; the 1950 Triumph is, also, and contains arm-rests that can be varied in height. We women appreciate a heater that blows hot air nicely on to the legs, and also such points as that on the Rover 75, which has a separate lever fitted to its doors which, when twisted, locks them. Very few toddlers could jump this one. The doors, when unlocked, open by pressure on a grey press-button. Repeat grey, because the fittings on the instrument board of the 75 I examined are of a smart black and white and, try as I may, I cannot fathom the use of a sudden grey button.

But the Standard Vanguard—a medium-priced car—seems to lead the field for all-round, interior good-looks. The last model I inspected had grey bodywork matching grey cloth upholstery, and every knob was of an ivory plastic and very shapely. The sun visors clipped neatly into the roof and there was a cream plastic fitting with which to handle them. The pulls were buttoned to the side of the car by a cream knob, and the door and window handles



"The necessary restrictions often produce unfavourable comment from Junior."

extended elegantly from cream circles. Even the clock was of the same ivory colour. The whole design gave one a sense of well-being.

However, my joy was interrupted by the plastic extension of a window handle bending in my grasp. Now this is calculated to give any passenger a shock. "My goodness, I've broken it!" is the first reaction, until you notice that each one does the same thing. The flexibility is to assist easy opening.

For married couples with one young child, the long front seat is an important feature. Unless well strapped down, a small youngster cannot with safety be left alone at the back of a car or in the passenger seat, and the necessary restrictions frequently produce unfavourable comment from junior. If mother is not partial to having her dress creased by an energetic passenger on her lap, bucket seats can be a disadvantage. But the bench on which the toddler can be placed between his parents and kept harmlessly happy by watching father change gear and generally make the thing go, solves the problem to a nicety. Another point when under-fives are in the family: those cords that dangle from the roof and raise the blind at the rear are a temptation that cannot be disregarded lightly. Toddler spends his time pulling at the cord; father becomes agitated at his lack of rear vision; mother spends her time in pulling toddler away from it and family harmony does not often result.

Medium- and low-priced cars, such as the Hillman, Morris Minor, Austin A.40, Jowett and Standard Vanguard, are wonderfully comfortable to be in, but over and over again the eye that is sharpened to shape and colour is affronted; and it is affronted quite often in really expensive cars whose price should be a guarantee against tastelessness. Sitting



"May burn the trouser legs."

in one 1950 model, I have counted as many as eight different shades of colour. Details of finish, it is inevitable, always suffer when production is rushed—and rushed, I suppose, it must be—but to some extent this lack of artistry cuts a little deeper than that. The average Englishman is not overladen with artistic instinct, but when his imagination is kindled he reveals a surprising quantity of latent artistic power. Witness the exteriors of many of the latest British cars—the darling of the male public, and as beautiful and petted as a thoroughbred "favourite." But imaginations are still dozing on the interior; it has yet to be taken seriously. The fervid sports enthusiast, with his banking for two bucket seats and a tank at the rear, may scorn me for my apparent "softness," but I am unashamed in my hope that one day every British car will possess a comely cabin, with ashtrays and fittings shapely, buttons and knobs of blending colour and clocks harmonious with the whole. For only then will the interior have earned the compliment it has unwittingly been paid—of being married, as it were, to a fine product of our age; and only then will the marriage be a serene and happy one



"The average Englishman is not overladen with artistic instinct."

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Done Well

MANY times have I praised the National Trust for its good works, in which motorists have so considerable a share. I was particularly impressed by its methods when paying a purely private visit recently to Polesden Lacey in Surrey. I know that area very well and was particularly interested to visit this estate recently opened up to the public in "London's country"—it is only some twenty-five miles out, near Dorking and Great Bookham. One approaches the house by a long entrance with the very minimum of signs and drives into the grounds to convenient parking space without being pounced on or asked to pay. You can explore the peaceful surroundings and the gardens, with a view across a valley towards Ranmore Common without a house in sight, take tea at a café within the grounds, and depart without anyone worrying you. Or you can pay 2s to view the Regency period house, which was given with its furniture and *objets d'art* to the National Trust by the late Hon. Mrs. Ronald Greville, and where the King and Queen spent part of their honeymoon. Normally I dislike being taken round these places by a guide, but I give full marks to the white-coated girl who looked after our party at the end of what must have been a busy Sunday afternoon.

Expensive Electricity

ONE grows accustomed to the general increase in the price of goods and services, and it is only on those occasions when one pays 5d for a twopenny bar of chocolate for the young nephew that one is reminded, with something of a shock, just how much prices have risen. In some trades advantage has been taken to make unduly high charges under the cover afforded by "Well, don't you know everything's gone up—it isn't 1939 you know . . ."

The motor trade as a whole evades this accusation because there is no denying their heavy overheads and



5d for a twopenny bar.

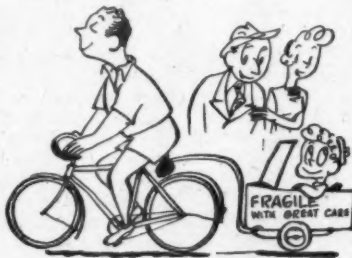
labour costs. However, I found myself sharply taken aback when I last had my battery charged. It had so happened that on previous occasions payment had been included with other services rendered and when I got caught without the requisite electrical supply I delivered my battery to a branch of a London garage chain and collected it when ready. I was charged 6s 6d which, my colleagues tell me, is high but not unusually so.

At this price a home charger becomes very much a not-so-long term investment as well as a convenience.

With Care

SIGHT seen at a cross-roads in Kingston, Surrey. Father, riding bicycle, towing a neat frame trailer with pneumatic tyres. In trailer a box, fitted with a Perspex windscreen. In box, one baby, eyeing the surrounding traffic with wide blue eyes and undoubtedly enjoying the ride. On the side of the box—"Fragile with great care."

I should think so.



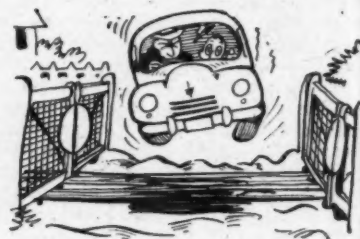
Enjoying the ride.

Thrice Piled

ALTHOUGH a recent article (July 22) in this journal praises the use of carpets for the flooring of the Morris Minor, The Scribe has often felt that rubber flooring material would be more sensible, cleaner and generally satisfactory for most cars. The requirements of cost will not permit an expensive material, and the "carpet" used is usually more like an elaborate felting. It is stuffy, dusty and generally unhygienic, although I must admit that it is warming in an unheated car.

"Level" Crossing

TO the motorist the term "level" crossing has elements of humour. For some reason the passage of railway lines across a road means a crashing and banging out of all proportion to what the appearance of the



Crashing and banging.

section merits. Over such crossings I have lately adopted the declutching tip, and I am surprised at the difference that it makes. Of course, it *should* make a difference, because it means that the variations in wheel speeds and movement are resisted by fewer inertia-possessed parts. But the general easement goes beyond what the imagination would suggest as a result of declutching. Perhaps imagination exaggerates the effect?

Beautified

NORMALLY I am no enthusiast for block architecture, as exemplified in modern flats, but I was struck by a block which I passed the other evening, along the front of which Virginia Creeper had been planted. This is a rampant climber but a completely harmless one in that it does not tear the mortar from between the bricks. The effect, as the long green shoots reached up the blunt façade, was so nice that I took a long and appreciative stare as I halted in the traffic. I shall take another look in the autumn, for the front of the block faces west and the glow of the evening sun on the brilliant leaves of the old favourite should be well worth enjoying.

Cold Starts

RECENT correspondence on the subject of cold starting and clutch disengagement has interested me vastly. In my impecunious days (well, more impecunious, then) I was a great student of cold starting, for never once did I own a car that was not reluctant, to say the least of it, on cold mornings. I declutch at all times from cold, but only just sufficiently for the clutch to be disengaged. By that method I reckon that the thrust on the pedal is reduced to the minimum and that it is less, on my car, than the resistance in the gear box. Incidentally, when the engine is hot it is most likely to stall when the clutch is disengaged.

Magic of the Miniature by GORDON HORNER

AN "AUTOCAR" ARTIST FINDS A NEW OUTLET

NOT very long ago I inverted a little petrol and time in a drive to Windsor, and with scores of other visitors wandered around the castle. I had often been before but never with feminine company and so, for the first time, I was dragged in to admire Queen Mary's fabulous dolls' house. It is a real triumph of craftsmanship and motorists especially will admire the miniature limousines in the garages. My mind turned to the pleasure and sense of fulfilment that making such models brings; to thoughts about people who write the Lord's Prayer on a pin-head or make cathedrals out of matchsticks; and those innumerable parents who buy model trains, cars and aeroplanes—for their small sons, of course.

Now it is easy enough to be condescending about things—to talk of "the child in all of us"—but in my experience, children cannot make good models and are notorious in their ill-treatment of those they are lucky enough to possess. Perhaps, after all, children have not the imagination of the adult and they obviously have not the skill or patience.

My first model cars I made in Plasticine and there exists no available evidence as to my skill—or otherwise—for Plasticine lacks durability. I remember what a job it was,



That nose-down look—a Fordor sedan.

rolling the thin wire spokes for the wheels and the not much thicker strips for the pleated upholstery. Another drawback about Plasticine was its reluctance to accept paint and the fact that it could never result in a really metallic look. I suppose my ability was small, but not so my inclination, and I always seemed to find time, too. Aldous Huxley once wrote that we must retain a rich, leisured class, for only they had the time and money necessary to practise or patronize cultural things—though possibly the inventor of new worlds would not put model making under that heading! But, though our leisure is less than ever, whatever the statisticians say, there is a way and it is to buy a good mass-produced miniature and proceed from there.

So far as I know, there is only one firm making reasonably accurate car models (every boy will know its name) and they really are good; though, naturally, lacking in detail and minus springing. I am speaking of ordinary cars. There are several makers of good racing car models.

The range is small at the moment, consisting of the Standard Vanguard saloon in cream; a red Austin A.40 Devon; a 1½-litre Riley saloon in a rather sickly green; a red Fordor Sedan and a sand-coloured station wagon on an American chassis, the name of which escapes me.

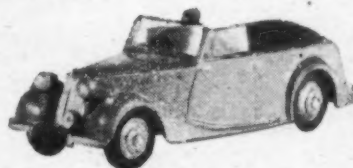
The main proportions may not be perfect, but they are near enough, so there is practically no limit to what a resourceful type can do in detail. The addition of springing, steering and carefully fitted out interiors should be perfectly feasible. Incidentally the manufacturers once produced a line of excellent military models, tanks, guns and a varied assortment of transport. Now they concentrate on cars, lorries and farming equipment. Perhaps they think that the young mind—like the old—has had enough of war.

So far I have not made many modifications. I've sawn my way through the Fordor Sedan chassis to get at the interior, and fitted a windscreens and windows, plus Plasticine upholstery, driver and steering wheel. When bending the chassis back, I stopped at a point which gave

a soft rear suspension and that nose-low-down Yank look. I have scraped off the paint where it had spread over chromed parts, painted white walls to the tyres and given a fabric effect to the roof. A Plasticine sun visor, made with much toil and very carefully fitted, fell off almost at once.

The Triumph saloon is now a sawn-off open model and the Vanguard I converted—oddly enough—to a convertible. Most of the work on the station wagon has been to its interior and the Riley is on the stocks at this moment.

During the course of my labours I have had the chance to study the models very carefully from all angles—something one can rarely do to the originals. Seen in miniature, the Triumph undoubtedly possesses the most distinctive lines



The Triumph saloon has become an open model.

and the model has taught me how to spot hitherto unnoticed beauties in the real thing. The Fordor Sedan appears unsightly and squarish by comparison, whilst for sheer brutal ugliness the station wagon admits no rival. Nevertheless, it provides plenty of scope to the ardent miniaturist.

An uncomprehending acquaintance asked me just what I get back from all the patient labour invested, as though in these thoroughly materialistic days everything has to "pay off" to be worth while. Well, there is the fun of seeing the thing develop and that rewarding mental ease that hand work—even as mildly creative as this—always brings. They are a fine guide, if you like drawing cars or happen to be designing that dream vehicle you'll buy when the rich Uncle does the right thing by you and pops off. It is also rather fun photographing them and passing them off as the real thing. I did that with some model tanks similarly worked on and even persuaded some ex-army types that they were combat pictures taken in the Western Desert. For a time I passed as an ex-hero of the Tank Brigades, instead of the unconsidered erstwhile bang boy which I actually was.

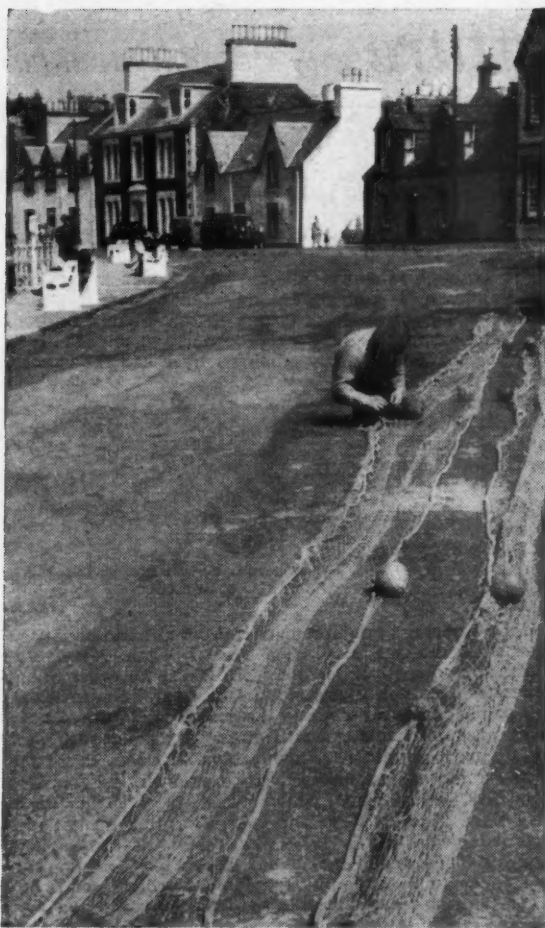
I remember too how, before the war, some artful photographs of model aeroplanes enabled me to establish a local reputation as an aviator, when actually my feet had never left terra firma. But there is more to it than leg-pulls; the important thing is to try to make a really fine model, expressing one's own ideas



An independently-sprung Alfa Romeo

of design. For example, from a strictly utilitarian viewpoint, car shapes are still not simple enough and carry far too much surface detail. But for some reason, detail is part of our conception of beauty. My theory is that detail should be of pattern. Observe some of the best modern furniture, where shapes are simple and detail is supplied by the beautiful grain, not by unnecessary carving.

One final word: let us hope the manufacturers will give us more of some of the best British and Continental makes like the Rolls-Royce, Bentley, Talbot and Alfa. And if you feel rather embarrassed about going into a toyshop to buy these models, do as I do—talk loudly of the offspring for whom you are allegedly making the purchase. The assistants will at least pretend to believe you.



In the street at Portpatrick, Wigtownshire, Scotland, a fisherman attends to his seine net and rope.

CORRESPONDENCE

JUNCTIONS

Right-hand Priority in Santiago

[62882.]—Your repeated references to the code of procedure in road traffic control existing in the U.K. are of constant interest to me, and the leader "Triangle Obscurity" (June 23) prompts me to comment on the wisdom of having Halt signs.

I assume that the object of the Halt sign is to reduce accidents to a minimum at cross-roads. There are many reasons, only obvious to me since coming to South America, why this laudable object is not achieved by Halt signs. It makes traffic on major roads ignore minor roads, giving no audible or visual warning of approach, while the car on the minor road can cause an accident by stalling after starting off, or by failure of brakes, or accelerator sticking down, or even temporary obscurity of the sign causing an unfamiliar driver to ignore it.

The system out here seems much better. By law road junctions have their corners cut so as to give wide field of vision. At all junctions motor traffic approaching from the driver's right takes preference; also it is an offence not to sound the horn or flash the head lights on approaching a cross-road.

The standard way of making cities in this part of the world is in the form of blocks with roads neatly intersecting at each

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

corner; therefore the number of cross-roads is legion. They all take the same priority, except one or two main arteries, and where traffic is dense roads are one way only.

After an initial conditioning period I found that this system works very well. The town speed limit is usually 50 k.p.h. (31 m.p.h.), and it is quite easy to maintain that speed in the blocks on dry roads. Admittedly a loud horn is necessary and you get used to severe applications of the brake.

I notice now the apprehension of visitors coming from Great Britain when two cars approach each other at right angles at 50 k.p.h. One of the two invariably slows abruptly and in some cases they both are not sure of each other and both slow. But the number of accidents caused when neither decides to slow for the other is no greater than the proportion of cross-road accidents in Great Britain.

The advantages of this system are that the drivers are always ready for a bit of give and take, there being no scowls or hard words shouted in vain; also man and machine are united in a more homogeneous way, the drivers' reactions being somewhat similar to those of pedestrians meeting a cross-stream of their kind on a pavement. Finally, you get there much quicker and, I think, more safely.

Let me end on a less controversial strain—*The Autocar* is certainly welcome out here, expressing opinions of pretty well every corner of the world and providing the most reliable source of information on current trends. It is certainly a well of information.

Santiago, Chile.

T. C. REILLY, A.M.I.M.E.

MANUAL OR AUTOMATIC

Police Valuable for Freeing Blocks

[62883.]—While holding no brief for the policeman who intervenes when there is a normal traffic block at a set of lights I am surprised that your journal has not experienced the odd occasion when human intervention has not only been helpful but also essential.

I can recall numerous occasions when drivers of vehicles have "beaten the amber," or started before the lights have changed to green, and a traffic block with vehicles wedged at the cross-roads has resulted. Traffic is bound to build up behind in these instances and human intervention is essential if things are to be sorted out.

Traffic lights, a boon in my personal opinion, can only function satisfactorily provided they are obeyed implicitly, and if they are not obeyed and chaos results then they cannot be expected suddenly to become human and overcome an emergency.

London, S.W.3.

JOHN CANNON.

DELIVERIES

Anomalous Position of Business Users

[62884.]—The recent notes in *The Autocar* regarding new car deliveries and the recent letters sent out by manufacturers to dealers are highly alarming to the business motorist. Many of us, before the war, changed our cars once every year, or two years, simply because we must have absolute reliability and to avoid the car being laid up for extensive repairs. I, in common with others, no doubt, tried to look ahead by ordering a second car. After 2½ years my post-war car has started to require major repairs and will probably crack up comparatively quickly. In perhaps nine months the second car I ordered will become due and yet, under the manufacturers' dictum, my turn must be passed over in spite of a signed contract and a substantial deposit paid. Just when does my turn come? According to the present confused state of affairs, a person, never having had a car before and suddenly ordering one, say in 1949 or 1950, has priority over my 1946 order. Is this what the manufacturers intend?

Again, in your journal, is a paragraph on deposits. This shows the position to be that while customers must leave their deposit and stick to their side of the contract, dealers and manufacturers can disregard their side, meanwhile having full use of the thousands of pounds deposited with them, a position not without precedent in Germany some years ago but hardly to be expected as the law governing contracts in this country, and it will not exactly endear the manufacturers to their most consistent customers, the business community. The latter,

CORRESPONDENCE

continued

particularly, expect a contract to mean what it says and to be carried out.

Surely the position could be met on this particular point by disallowing a second post-war car until the first was three or four years old. It can be seen that the price of 1946 and 1947 popular cars is roughly equivalent to their new price, so no question of making a profit would arise.

N. C. DAY.
Biddenham, Bedfordshire.

BODY INCHES

Luggage Space at Passengers' Expense

[62885].—I was extremely interested in Gordon Wilkins' article "The struggle for the Odd Inch" [August 4].

The author puts passenger space as first amongst the many objectives of the modern designer. Yet in the same issue is a letter from New Zealand [62828] which voices a complaint to which I, for one, would add strong support.

The designer appears to conceive of the passenger, especially the rear-seat passenger, as a more or less standard "unit" who can be folded up into the right size and shape, inserted into the rear seat and left to remain "put" for as long as may be.

In fact, I would say that passenger accommodation has declined rather than improved of late. I would suggest that the real objective of the modern designer is stability at high speed, whatever the cost to the passenger. When will human beings cease to crave for top speeds in excess of 50 m.p.h.? For 90 per cent of the occasions on which a car is used for private purposes high top speed is totally unnecessary.

It is true that by placing the passengers between the wheels instead of over them, the designers have incidentally discovered certain ways of providing enclosed luggage space. But what use is a capacious luggage locker if one's passengers have to sit in a cramped position?

W. Ross.
Datchet, Buckinghamshire.

ROAD NUMBERS

Support for the System

[62886].—I have just returned from a 1,000-mile tour of Scotland and would like to put in a plea for the retention of the route numbering system of our roads.

The first part of my journey, a run of 200-odd miles, was undertaken without the slightest difficulty by following a few route numbers easily distinguishable, especially on the advance type signboards.

For the return trip I relied on place names taken from a map without road numbers. I got hopelessly lost. Would it be asking too much to give both names and numbers on all signs relating to classified roads and so we should all be satisfied? The numbering system must be a boon to those in a hurry, usually business men who can ill afford to waste time.

C. B. MAWDSLEY.

Southport, Lancashire.

[There is little fear of road numbers disappearing, as Ministry of Transport records are based on these.—Ed.]

CAPE RALLY

Lack of Interest in Proposed Event

[62887].—I was glad to see "Globetrotter's" letter [62842]. I have been amazed at the lack of interest which the British manufacturer attaches to this proposed event.

The Alpine Rally has been described as the most severe test for both car and driver. I can only say that if these same drivers enter for the Cape Rally they have a very big shock waiting for them.

"Globetrotter" is quite right when he says that nine out of ten people overseas will expect an American (I would add, or French) walkover. This, in my opinion, will not be because we have not got the cars or drivers capable of winning this event; it will be because of the lack of interest shown by British car manufacturers. They may say, of course, why should they spend the money and expose their cars to such motoring conditions when it is very unlikely that the general public will ever know what the appalling conditions are like, and so will look upon the event as just another rally. That may be true, and sound reasoning as far as the home market is concerned. It should, however, be realized that Africa is going to be really opened up and the demand for cars will increase tenfold and the people of Africa know well the con-

ditions and will be greatly influenced by the results of such events.

In conclusion, and to substantiate my remarks, I would like to say that although I have twice set up new records for this trans-African route and have, perhaps, more experience of this particular run than any other motorist, I am unable to get any firm interested enough to finance an entry for this rally. Incidentally, I have also offered to do the trip from England to Cape Town and back in forty days, breaking both the England-Cape and Algiers-Cape times going down, and so being the first car ever to make the return journey, a distance of 20,600 miles. Again I find no English manufacturer interested.

RALPH H. SLEIGH.
Ipswich, Suffolk.

EXCELLENCE OF MOUNTAIN ROADS

In Defence of A5.

[62888].—With reference to letter [62795] I agree with the comments of Mrs. Elspeth Bartlett.

I have just returned from a tour of North Wales and found A5 from the Menai Straits to Shrewsbury and beyond a grand road indeed. I drove from Bettws-y-Coed to Llangollen in dusk and darkness, the latter portion in a drizzle of rain. The famous highway was so good as to induce a feeling of satisfaction at the end of a wonderful day's run over the North Wales passes.

A word of praise is due to the Welsh authorities for the excellence of most of their roads. A44 over Plinlimmon Pass is an example. The standard of driving, however, is obviously very low to-day. At right-hand bends in particular I was compelled to stop abruptly on almost every occasion. Drivers were coming towards me either in the centre of the road or quite on their wrong side. In every case my left-side wings were practically brushing the rocks or banks. The large type of motor coach seems to me much too big for many of the roads of North Wales.

I cannot understand why so many roads in hilly, mountainous areas are so good, whilst in the lowlands many main roads are extremely poor.

I have read *The Autocar* for many years and would like to thank you for the excellence of its production.

W. E. TAYLOR.
Brackley, Northamptonshire.

MOTOR INSURANCE

Engine Capacity and Other Factors

[62889].—I feel that the article by "Insurance Student" entitled *Engine Capacity and Insurance*, in your issue of August 18, is both vague and misleading.

It is stated that "the short stroke engine is penalized by the British insurance system," but this is not so. The rating systems applied must be capable of being easily understood by motorists, and it is principally for this reason that the basic factor has been tied to the system applied for Road Fund Tax. At the present time cars first registered up to January 1, 1947, are taxed on their R.A.C. rating of h.p., and the insurance premium is calculated on the same basis. Your correspondent mentions that for new cars "the R.A.C. rating has gone from taxation," but he completely omits to say that this also applies to insurance. Cars first registered on or after January 1, 1947, are taxed at a flat rate of £10 per annum, following the strong recommendation of the Motor Trade and Press that the R.A.C. h.p. rating basis was obsolete. Immediately this change took place premiums for the insurance of new cars were altered to a basis of c.c. of swept volume. It is clear, therefore, that the statement by Insurance Student that buyers of new cars are still influenced "by the old feeling that insurance costs £1 per h.p." is quite inaccurate.

Your correspondent states that the obvious time to make revisions in the system of premium calculations was "at some point during the war," and goes on to assume that because the staffs of motor departments are flooded with work, nothing much can be achieved now. Both observations are false. During the war the majority of the male staffs of insurance companies were serving in the Armed Forces, and those left behind had even more work on their hands than they have to-day despite the vast increase in business. It was even necessary for all companies to agree between themselves that no transfers from other offices would be accepted without exceptional reason. Furthermore, it was well known that once the war had been successfully concluded, car design was

CORRESPONDENCE

continued

to alter and insurance underwriters required time to see what the trends would be before making radical changes. This process of active study is still in progress. Insurance underwriters are always busy, but their administration is such that they can always (during peace) give immediate attention to urgent matters. Two post-war examples of this occurred when alterations were made with little warning in the system of taxation. Rebates of premium were allowed forthwith for cars used under "half-duty licence," and they were cancelled equally promptly when the temporary reduction in taxation ceased; this despite the fact that tens of thousands of policies were affected.

At the present time the following factors are taken into account in arriving at Motor insurance premiums.

1. District in which car is usually garaged (there are five different areas).
2. Cubic capacity, or R.A.C. h.p. rating, as indicated above.
3. Value (not for Third Party Only policies).
4. Age of car.
5. Use of car (there are three classifications, for example, a commercial traveller pays 50 per cent more than the solely "private" user).

Rebates are given for:-

1. Owner only driving (10 per cent).
2. Policy holder electing to bear the first part of any claim (discount varies with the amount of "excess").
3. A number of cars insured.

In respect of inexperienced drivers either a temporary additional premium is charged, or a compulsory "excess" is imposed without reduction in premium. Further, the type of car is taken into account; for example, a "sports" car is frequently subject to increased premium as the claims experience shows this to be justified.

The personal factor is also borne in mind when dealing with certain makes of car. For example, no underwriter would quote constant terms for cars such as the $\frac{2}{3}$ -litre Aston-Martin D.B. Mark II, $\frac{3}{4}$ -litre Jaguar, $\frac{2}{3}$ -litre Riley, which are superb vehicles in the hands of experienced drivers, but too potent when in the charge of the novice.

I trust this lengthy letter will assure your readers that British motor insurance underwriters are not lagging behind the times. They well know that their systems are far from perfect, and their constant endeavour is to be as fair as possible to everybody concerned. At the present time their greatest worry is that modern design and performance will increase the size of repair bills very considerably, despite the acknowledged advances in road-holding and other safety factors. Any constructive suggestions for alteration in the method of premium rating will always be very welcome.

Taunton.

PAUL W. MARTIN (Insurance Broker).

INDICATORS

Danish Comment on "Blinkers"

[62890.]—I have read with interest your leading article, July 28, and with pleasure letter [62850] from a countryman.

When on tour in Holland I was much impressed by the almost universally used blinking lights. I bought a set of relay and lamps, and I made the installation just as advocated by Mr. Bülow-Jacobsen, with the normal semaphore indicators and the blinking lights working simultaneously. The lamps are placed over the rear mudguards, so that they can be seen at all angles from behind.

My reason for this installation was primarily that the trafficators are compulsory in Denmark (but I am not sure that it is lawful at all to use the blinkers here), but it necessitated fabricating a new trafficator switch with two circuits (one for the trafficators, on through the relay for the lights), and this is a complication.

I am of the opinion that the best installation would be two blinking lights on each side of the car, one at the corner of the windscreen, preferably ball-shaped on a short arm (as often used in Holland), so that it can be seen from the front and the sides, and one at the rear.

I trust that your manufacturers of accessories could produce light indicators with enough light to be seen in sunshine without being too powerful at night.

L. Nakskov, Denmark.

S. WITZANSKY.

IRELAND KNOWS BEST

"The Autocar" in Error

[62891.]—Enclosed is a cutting from the *Irish Times* of August 22, referring to a photograph in your issue of August 11.

Killiney Bay is known as the Irish "Bay of Naples!"

I am sure that Mr. G. B. Shaw has not had the misfortune to see an illustrated page from the recent issue of a British motoring journal, which contained reference to his birthplace—or a cryptic postcard would have come to light before now.

Below a photograph, unmistakably of Killiney Bay, a typically inaccurate Anglo-Saxon caption reads something after this fashion: "Cars pass along the coast around Killiney Bay. In the distance is Dalkey Island, where George Bernard Shaw once lived."

I learn on good antiquarian authority that the ruined churches of Dalkey Island indicate that the last inhabitant was certainly a person of the early Middle Ages. Mr. Shaw is only 94.

May I add my appreciation for *The Autocar*.

Oldcastle, Co. Meath.

C. S. M. KILROY.

"The Autocar" Readers' Service

Panel Patching

I have a hole in a door panel caused by rust. The local garage suggests a new panel but I do not think the expense justified. There must be some way of filling the hole. Can you advise me on any method?

I. E. M.

Rugby.

ONE method of repairing holes in panels is to cut out a rectangular piece where the hole has been, of a size which ensures that the edges of the rectangle are of good metal. A steel patch of similar material is cut out to the right size as accurately as possible and welded into the hole. The marks of the weld are removed by filing, and finally made invisible during cellulosing.

It might be possible, of course, to remove the rusted metal and put a plate behind the panel, in which case the stopping compound used in the recellulosing process could be used to bring the level of the patch up.

Plug Oiling Up

I have great trouble with the oiling up of No. 4 plug on my Austin A.40. 15,000 miles covered.

The engine has had the following ad-

justments: Set of rings on No. 4, valve springs and guides, rubber washers on valve cover, oil supply cut down to overhead valve gear (in case it was sucked down through the guide).

No. 4 still oils up with all the above done. I would be very much obliged if you could give me your advice on the matter.

D. L.

Dundalk.

IT seems that No. 4 cylinder is getting a more liberal supply of oil than the other three and it may be that wear in No. 4 big-end bearing is the primary cause, although one would not expect it in view of the car's age and mileage. You might try the effect of fitting a different type of sparking plug to No. 4 cylinder in the hope that it can burn away the excess oil which reaches it.

Tiring Engine

I have a 1929 8.9 Amilcar the engine of which was completely overhauled, including sleeving, about 3,000 miles ago.

It runs excellently until it is fully warmed up and then the engine appears to tire and the performance falls off markedly. When warmed up the temperature is only a few degrees off boiling

point (by thermometer) but it has never actually boiled.

The engine has been meticulously run in and when the head was removed recently everything appeared in good order. The radiator has been cleaned by specialists and the water jackets, etc., are completely clear. There is no provision for fan or water pump. Different ignition timing settings have been tried without improvement.

Eastwood, Essex.

J. M. H.

IN view of the age of your car, it may be that the carburettor has already been reconditioned. If not, however, this may be the cause of the trouble inasmuch as you may be getting air leaks due to wear in the carburettor butterfly spindle.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15538.—1937 S.S. 1½-litre Jaguar Saloon "C. B."—Performance details, running costs and general reliability. Handbook also required.

No. 15559.—1946 TC M.G. "N. J."—All possible information and a handbook.

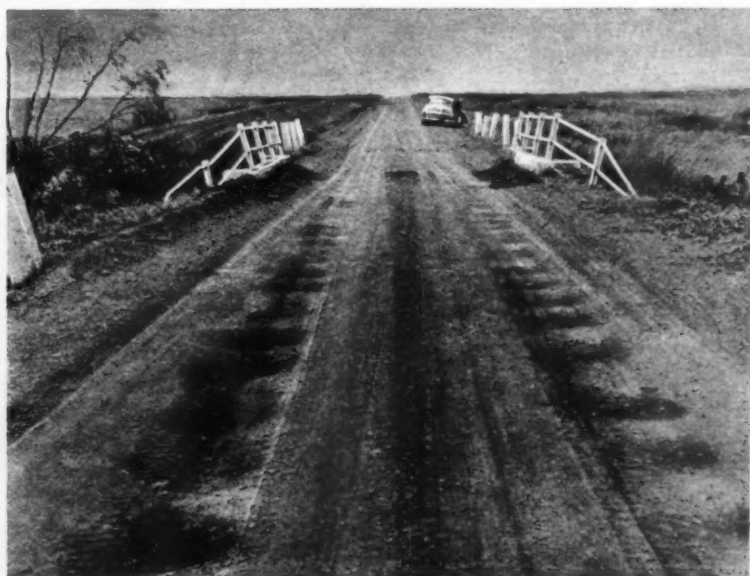


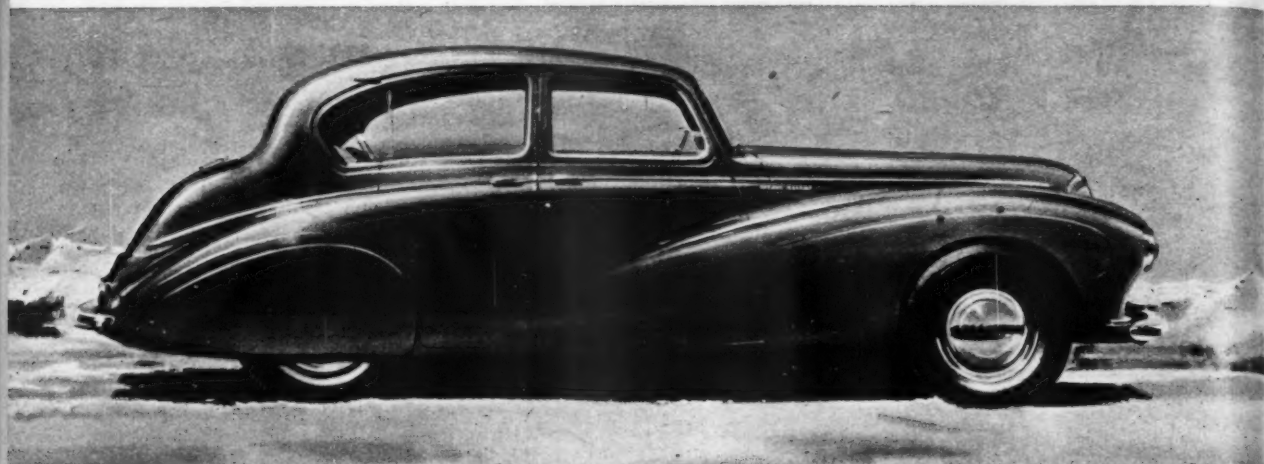
WELL, not quite. But nearly permanent, for not long after the corrugations of dirt roads in Africa have been ironed out, another set reappears, so that corrugations are a permanent feature of such roads.

These photographs give a graphic idea of the difficulties that car designers are up against, and it must be appreciated that the roads shown are main roads (in Kenya). "I am not," writes the sender, "sending you photographs of our secondary roads because most of your readers would imagine that they were photographs of some neglected Scottish farm track."

Lateral corrugations must be taken fast, and the car which takes them is best sprung softly. During the passage the spring dampers work hard—so hard that only robust dampers can continue to stand up to the pounding. Such corrugations have been exactly reproduced at the M.I.R.A. Proving Ground at Lindley, and day after day British cars traverse the concrete "permanent waves," while designers study the effects on suspensions and plan to counteract their drawbacks.

PERMANENT WAVES





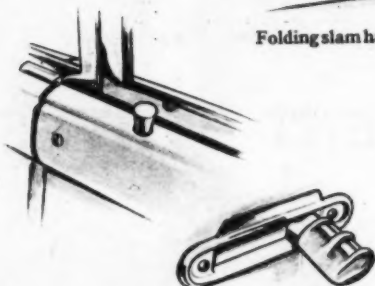
Three inches extra height on the front wings has not spoilt the elegant S-T outline.

Sunbeam-Talbot 90

LARGER ENGINE AND I.F.S. FOR SPORTS SALOON

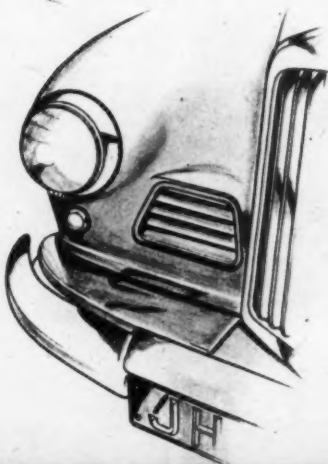


Folding slam handle on the driver's door.

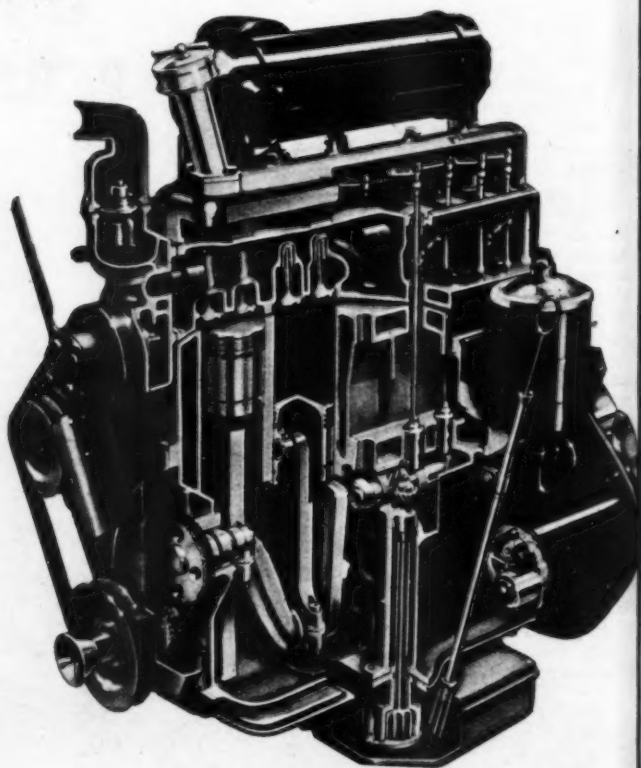


Push button door lock catch and sliding interior handles.

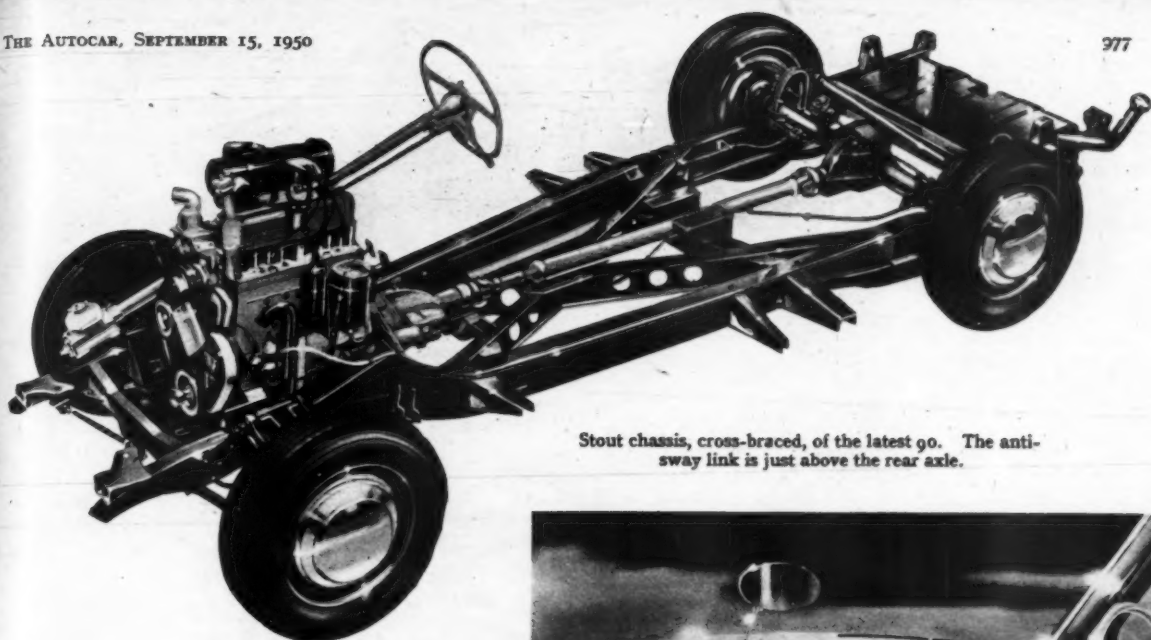
Side grilles are air intakes, gauze protected, feeding engine air cleaner and the conditioning plant.



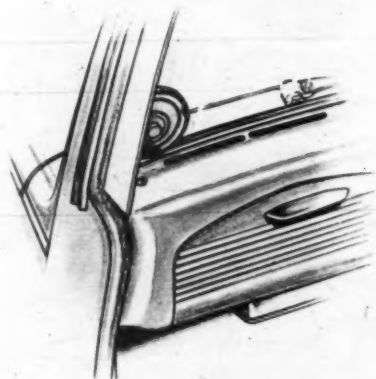
NEW CAR ANNOUNCEMENTS



The new o.h.v. four-cylinder engine is rated at 2,267 c.c. instead of 1,944 c.c.



Stout chassis, cross-braced, of the latest go. The anti-sway link is just above the rear axle.

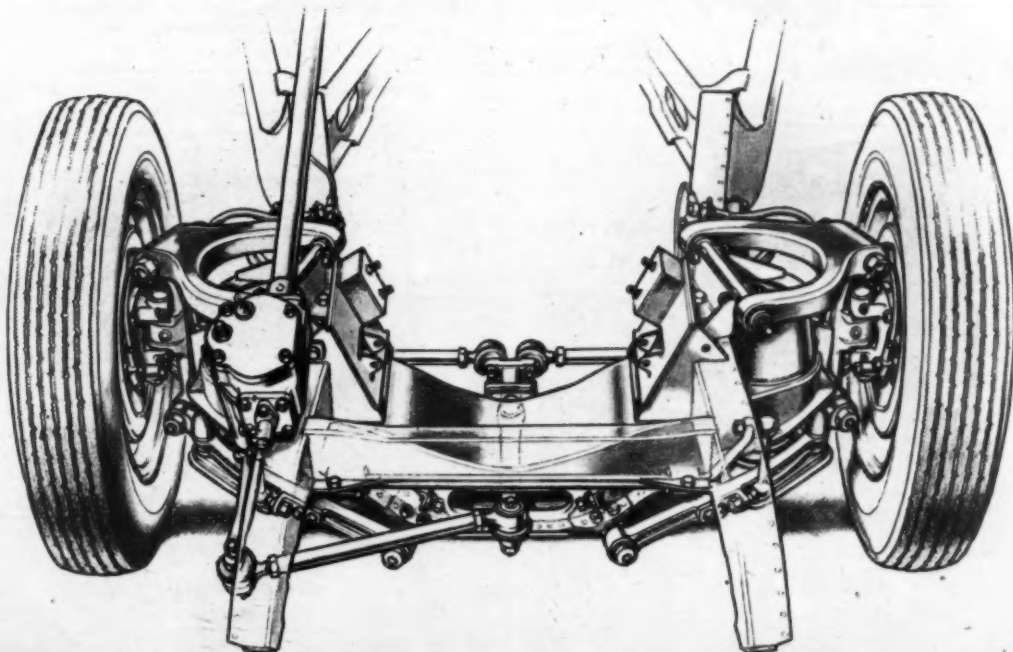


Double ducts allow warm air to reach the screen for demisting.



The clean facia and controls. Note the centre handbrake and the enclosed steering column.

Front suspension is independent by wishbones and coil springs, with stout cross-member and anti-roll bar.



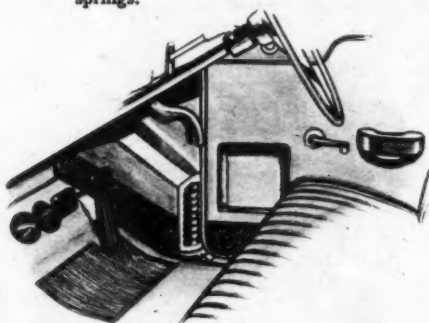
Improved Humber Hawk



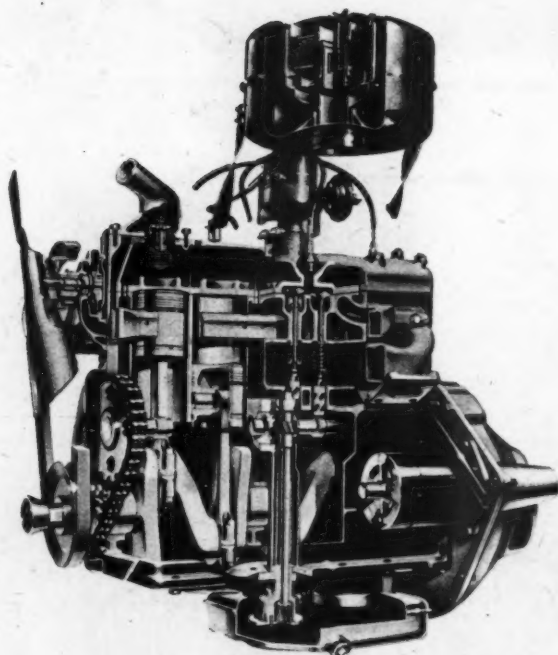
Larger tyres enhance the new Hawk's appearance. It costs £625, British P.T. £174 7s 3d.



A box-section frame with cruciform centre carries the larger engine. I.f.s. is by wishbones and coil springs.



An inlet grille for air conditioning is located at the driver's feet; note the substantial hand brake lever.



The new four-cylinder engine has inbuilt thermostat and an oil bath air cleaner. Bore 81 mm, stroke 110 mm (2,267 c.c.).

The comfortable rear compartment. The side arm rests are also door pulls.



Japan Lags Behind

MOTOR INDUSTRY STILL LACKS POST-WAR INITIATIVE

LAST amongst the war-torn countries to make a comeback in car engineering seems to be Japan. During the last five years the motor industry has been re-organized under Allied supervision, but the few new 1950 models are commercial vehicles. The Toyopet—most stylish Nipponese design—relies on its pre-war model, and the same is true of Ohta and Datsun. As a Japanese I regret this ten-year lag, the reasons for which are familiar: lack of inventive talent, inexperienced technique and inferior raw materials. Even if a designer conceived an ideal model, factory equipment is not up to its production.

A Car Country

Yet Japan is a car country, for traffic conditions to-day are heavier than ever before. From 7 a.m. to 6 p.m. 41,000 cars traverse the main street of Tokyo, the mean figure being 3,700 an hour. Total number of cars in Japan at the moment is 150,000. There are many American and some British cars, belonging, naturally enough, to the Occupation Forces and their families. However, European cars are not a familiar sight; for instance, the 1½-litre Riley, a common enough sight, no doubt, in Britain, is still to me an extremely new car. The Austin Sheerline saloon was my first

glimpse of the British knife-edge style, and the Triumph 1800 Roadster gave Japan the first glimpse of the post-war "luxury" sports car.

Public interest in motoring is increasing. There are many young men (I am one of them) who can really appreciate the excellence of European design, and now Japan looks like entering the motor racing field—not, I hasten to add, with a racing car as such, but as a sport for the entertainment of the Nipponese. During the last few years horse racing and cycle racing have been popular (and useful for the raising of local revenue) and as a result of their success a bill to permit motor racing will be introduced into the Japanese House of Commons. It is to be hoped that this will be passed, because racing experience would no doubt be profitable for the Japanese industry.

The *Autocar* is appreciated over here, and the tribute is paid to it of having its articles reproduced in Japanese motoring and scientific journals in the Japanese language. Needless to say, the writer is one of your ardent readers, challenged only by his brother (who enjoys special membership of the Nippon A.A.) and an intimate friend. In our admiration of British cars we are three musketeers of motoring.

ISAMU UCHIYAMA

Yokohama.

The styling of the Datsun de luxe is reminiscent of the American Crosley. Datsun's have three speeds, half-elliptic springing (transverse in front) and a wheelbase of 6ft 6in.

Datsun's standard sedan has the appearance (and possibly the convenience) of the European utility style of body. The engine is a normal four-cylinder 55 mm x 76 mm (722.34 c.c.) and develops 15 b.h.p. at 3,500 r.p.m. Compression ratio 6 to 1.

Chassis of the Toyopet, Japan's most advanced small car. The single backbone carries outriggers for body and there is four-wheel independent suspension, in front by coil springs and wishbones and at the back by transverse leaf spring and swing axles. The four-cylinder engine is normal.



Controls on the Datsun de luxe are orthodox, with central change, and the facia is straightforward. There is a large locker in front of the passenger.



TUNING AND MAINTENANCE

4

The all-important engine

LUBRICATION: SYMPTOMS OF TROUBLE: ADDITIVES: CARBON

WITHOUT detracting from the importance of accurate carburation and ignition it may be said that, although of vital importance to performance and running economy, they are incidental in importance to safeguarding the bulk of the engine itself. Carelessness in matters of lubrication, for example, can cause harm which is only reparable by major overhaul, and it may be as well, therefore, if some symptoms of poor engine condition are sought at the start.

The two tell-tales with the most direct bearing on the engine itself—as opposed to faults from bad carburation or ignition timing—are the oil and the exhaust. Taking the latter first, most owners know that clouds of smoke issuing from the exhaust pipe spell trouble, but there is a little more to it than just that. If the cylinder bores are worn, oil works its way up to the combustion chambers and is burnt. The resulting smoke is a blue colour and should not be confused with

black smoke, which is a sign of too rich a mixture of petrol and air being fed into the engine. No examination of smoke colour is of consequence until the engine is properly warmed up, and if doubt exists about whether or not smoke is being pushed out, the best examination can be made by an outside observer, or rear passenger, on opening the throttle after the car has been running down hill with it closed. A particular watch can be kept during the gear changes. It should be borne in mind that heavy oil consumption may be caused by gummed up or worn piston rings and not only by wear in the bores.

So much for burnt oil, but oil in the sump is possibly even more useful for diagnosing engine maladjustments. When checking the oil level with the dipstick do not be content simply to take the level reading. Wipe off a little oil on to the palm of your hand and smell it. A petrol odour will show that unburnt petrol is passing the pistons, an

easy result of too rich a mixture or running unduly long with the starting choke in operation. In this event, adjust the carburation and change the oil.

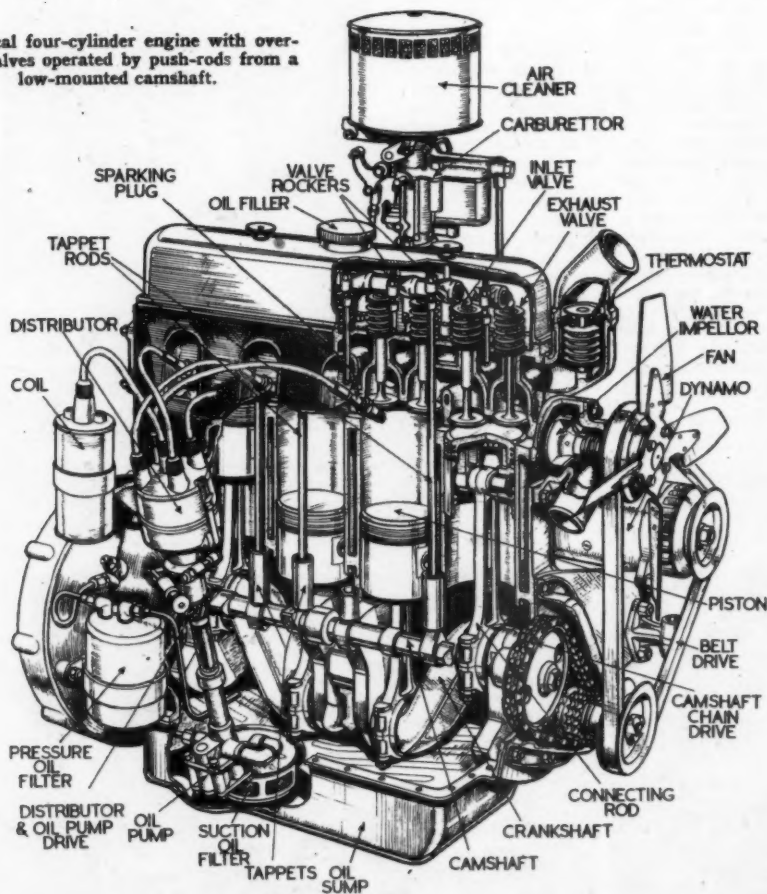
After smelling it, rub the oil in the palm with your finger to see whether there is any water present. (This can also be checked by momentarily removing the sump drain plug after the car has been standing overnight, to see if any water comes out before the oil.) If there is, it will separate out from the oil in small globules. It may be present through a leak in the cooling system or bad ventilation of the engine. In any event the oil should be changed. Finally, examine the oil for dirt and condition. It should not be watery or (unless graphite additives are being used) black. When changing oil, particularly after finding that it is extremely dirty or impregnated with petrol or water, flush out the engine with flushing oil (not paraffin, which is difficult to remove entirely). Remember that this need not cause undue expense, for the engine need be run only for a minute or two minutes, and it is usually sufficient to put in only a quarter of the normal sump capacity.

Using Graphite

When refilling the sump with the recommended grade of oil graphite additives can be considered. These have come in for a great deal of discussion and opinion is favourable. Suggestions that the graphite clogs oilways probably relate to very isolated occasions and, even then, it is quite likely that graphite has been found in the blockage which, after all, is inevitable as the graphite is in the oil. The main purpose of graphite is that it forms a thin film on the surface of the cylinder walls, and other polished rubbing surfaces, which has an affinity for oil. In consequence wear resulting from starting from cold is reduced, because the graphite is providing lubrication while the oil is being pumped up from the sump. Resistance to seizure (applicable particularly to new and reconditioned engines) and the maintenance of improved lubrication at the top of the cylinders, where combustion heat tends to be harmful, are also gained.

While good carburation and ignition tend to reduce the rate at which carbon forms in the combustion chambers, many pre-war and post-war cars must be well overdue for decarbonizing. However, while the cost of this work may loom large in the motorist's log book, there is no reason why this should not be undertaken by any owner-driver with some mechanical interest and with the guidance of the instruction book. The latter is important because it is necessary to know the correct order for slackening, and subsequently tightening, the nuts which hold down the cylinder head. If the correct order is not maintained it is easily possible to cause damage, possibly resulting in water leaking into the combustion chambers, or

A typical four-cylinder engine with overhead valves operated by push-rods from a low-mounted camshaft.



For Town or Country



The 4½ Litre **BENTLEY** *Mark VI*



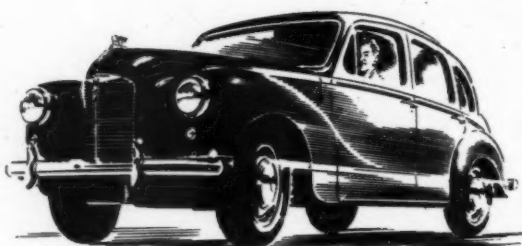
The Silent Sports Car

O.H.V. POWER PUTS AUSTIN FIRST

Power-packed, economical O.H.V. engines put Austin first on all counts. First to capture 108 records at Indianapolis U.S.A.—with a stock A90 Convertible. First to travel from Britain to the Cape in 24 days—in the A70 Saloon. First to gain 48 records at Long Island, New York—with a stock A40 Saloon.

A40 LONG ISLAND

(A stock A40 holds
48 records)



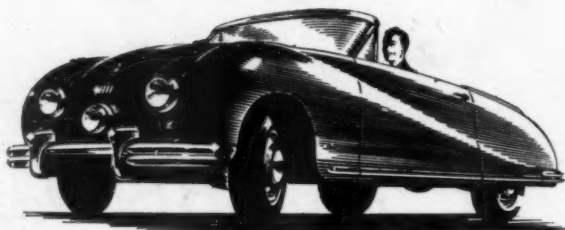
A70 BRITAIN TO CAPE TOWN

(In 24 days, 2 hrs.—
fastest time ever)



A90 INDIANAPOLIS

(A stock A90 holds
108 records)



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THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

serious distortion of the cylinder head.

Symptoms of the presence of overmuch carbon in the combustion chambers include excessive petrol consumption, loss of compression, undue pinking, and a tendency for the car to run-on after the ignition has been turned off. These symptoms apply where the car, when in good condition, has no such tendency.

The instruction book for the car concerned will describe the process of draining off the water from the cooling system, removing the carburettor and anything attached to or supported by the cylinder head, and, on a pushrod-operated overhead valve engine, the removal of the rocker gear. Once the head itself has been removed, work can start in earnest, but it is important to have a new gasket ready to fit between the cylinder head and block, as the old one is almost sure to need replacement, even if not damaged during removal of the head.

When scraping the carbon off the top of the pistons and out of the combustion chambers, be careful not to score the metal underneath. In any case *do not* remove the "lip" of carbon from round the top edge of each cylinder bore, because it acts as an effective oil seal.

Grinding in valves is well worth while when undertaking a "decoke," for pitting on the valves and their seats grows with increasing speed once it starts and results in serious loss of engine efficiency. The valve springs have to be removed for the grinding, and a valve-spring compressing tool is an expenditure which should be regarded as almost essential. It saves a great deal of time, effort, and

temper. Valve grinding paste is supplied in coarse and fine grades, a little of the coarse being smeared on the valve for the initial grinding which, on some cars, can be done with a screwdriver, while on others a special, but inexpensive tool may be necessary.

In grinding, each valve should be turned repeatedly back and fore, clockwise and anti-clockwise, on its seat, new paste being added as required until all the pitting has been removed. The fine paste should then be used to put on the polished finish. Failing special grinding tools the whole process will be lengthy and tedious if the valves are in very poor condition, but it is well worth while. When the valves and their seats are satisfactory, special care should be taken to remove every trace of the paste which, being made as abrasive as possible, is the most damaging thing one can have in an engine.

Fitting the Head

On reassembly too much care cannot be taken in cleaning the joint between the cylinder head and cylinder block, including the gasket. The recommended compound should be thinly and evenly smeared on upper and lower surfaces and the head tightened down according to manufacturers' directions. Once again, it cannot be overstressed that the bolts should be tightened a little at a time all round so that no part of the head is under exceptional stress. If this action is not followed, there is every chance that water will find its way into the com-

bustion chambers, which results in an oil change as well as the necessity of doing the job all over again, and may cause permanent damage to the cylinder head.

Before the engine can be started the tappets, which govern the action of the valves, must be adjusted. Once more the instruction book must be consulted to discover what the clearance, if any, should be, bearing in mind that a different amount of clearance may be needed for the exhaust and inlet valves. The method of adjustment depends on whether the car has overhead valves (i.e., in the cylinder head) or side valves (in the cylinder block). In either case, a locknut must be loosened, the appropriate adjustment made, using a feeler gauge, and the locknut tightened again. A final check must then be made with the feeler gauge.

When all the auxiliaries have been connected, and the cooling system replenished, the car should be run for about 10 miles and the cylinder head nuts again tightened down in the same order as before. This should be repeated once more after about 500 miles' running.

The whole operation of engine examination and decarbonization, without the inclusion of more elaborate tests, may take the tyro the best part of a weekend, but, once accomplished, a much shorter time will be sufficient on future occasions. However, it brings the satisfaction that the engine is as good as it can be without a major overhaul.

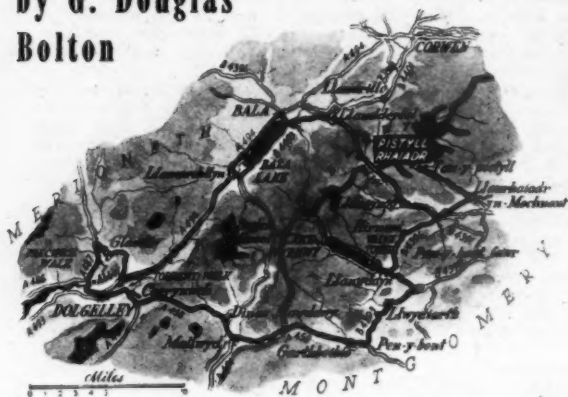
R.M.C.

Coxwold Stone

Fine stone cottages, a stout old tree and the church at Coxwold, near Thirsk, one of Yorkshire's pleasant villages.



by G. Douglas
Bolton



BEAUTY IN THE BERWYNS

THE CHARM OF PISTYLL RHAIDR

The falls in fine weather, tracing patterns against the dark rock.



Lake Vyrnwy's valve tower built in the château style.

THERE are certain scenes of such exceptional magnificence that they tend to eclipse a host of more mundane tourist attractions. Such an example is Pistyll Rhaiadr, one of the Seven Wonders of Wales. "Pistyll" is a Welsh word for a cataract and as "rhaiadr" means a waterfall, Pistyll Rhaiadr ought to be something rather special in waterfalls. It is! It is not just the spectacular drop of 230 feet which is the attraction, but rather the distinguished beauty and grandeur of the setting and the comparative remoteness of the situation.

Pistyll Rhaiadr is situated a little to the south of Moel Sych (2,713ft) in the heart of the Berwyns and you will need a good map to find it. Actually it is far more accessible than its situation would suggest.

When I decided to include Pistyll Rhaiadr as the main attraction on a circular drive from Dolgelley, going via Lake Vyrnwy and returning over the Berwyns to Bala, I expected a quite adventurous trip and arranged with my friends at the Caernynwch Country Hotel to provide a picnic lunch. This recently opened hotel is situated three miles to the east of Dolgelley, not far from the famous Torrent Walk. There is a quite impressive view of Cader Idris (2,927ft) from the grounds and the private road to the main road verges on the Torrent Walk. In springtime it is a great joy to coast gently along so as not to disturb the murmur of the trees and the splash of the stream. Purple rhododendrons and golden broom add a touch of luxurious colour to the scene.

I called for a friend at Dolgelley on a warm and sunny Sunday morning and we were soon speeding along the fine main road to Dinas Mawddwy. I had planned to follow a rough track from Bwlch-y-Groes to Lake Vyrnwy but was advised to avoid this approach at all costs and visit the lake from the east. So we followed the main road to Mallwyd and Pen-y-bont. A heat haze hid detail in the surrounding hills, a condition which worsened during the course of the day, hence there was little visibility for the photography of distant scenes.

We turned northwards at Pen-y-bont and followed the Llanfyllin road as far as the Lake Vyrnwy junction. A short drive along a hilly road brought us to Llanwddyn and the Lake Vyrnwy Hotel. We then followed the fast and surprisingly straight road almost to the head of the lake and returned to the ornate and very conspicuous Valve Tower. Although a reservoir (belonging to the Liverpool Corporation) Lake Vyrnwy is not without attraction. It lacks the grandeur of the more spectacular Elan Valley but has a certain quiet beauty enhanced by wooded slopes and surrounding moorland.

I expected a very difficult road from Lake Vyrnwy to Pistyll Rhaiadr and was greatly surprised to find it tarred almost the whole of the way. Admittedly the road was narrow, tortuous and with many blind corners, but it was very much better than I had expected. We climbed from Llanwddyn over to Hirnant and Pen-y-bont-fawr, from where a rather tricky road was followed to Llanrhaidr-ym-Mochnant. This is the starting point for the waterfall and you can drive all the way, except for the last few yards, by following a narrow lane (a cul-de-sac) up the valley of the Afon Rhaiadr to Tan-y-pistyll.



Car park—and how lovely a one—at the cottage near the falls.

The main road from Llanuwchllyn to Dolgelley gives fine views of the Arans and the scenery improves all the way to Dolgelley. By way of a very picturesque diversion we followed a narrow and hilly route to Nannau, Llanfachreth and then by tricky forestry roads to Glasdir near the start of Precipice Walk. Copper has been found near here and we halted to inspect some disused copper mines, then continued to the Gannlwyd Valley and joined the Llanelltyd road at the Tyn-y-groes Inn, which commands one of the fairest prospects from any inn in Wales. I wish there had been time to visit the gold mines in the Afon Mawddach valley to the north. Instead, we drifted down to Llanelltyd, passing close to Cymmer Abbey, and so returned to Dolgelley, thus completing one of the most enjoyable day drives I have ever had.



A group of competitors rounding the Curva di Vedano, led by Biondetti, in his special—Ferrari chassis and Jaguar XK 120 engine and gear box, which is shown on the right.



MONZA MEETING

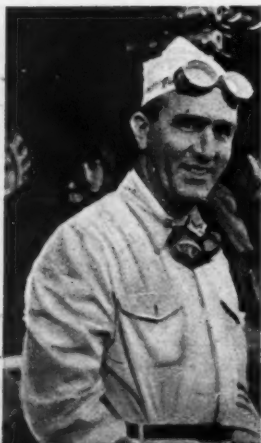
FERRARIS' STRONG CHALLENGE
TO THE ALFA ROMEO TEAM

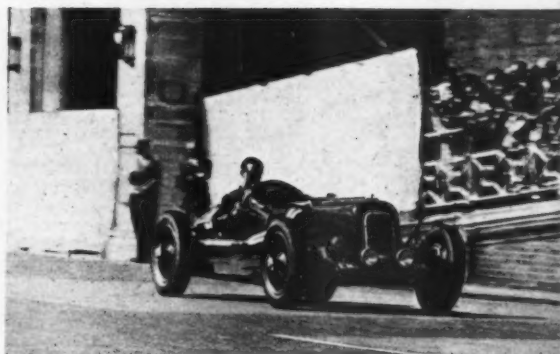


Alberto Ascari, in the new 4½-litre unsupercharged Ferrari with which he snatched the lead from the Alfa Romeos in the early stages of the race.

Giuseppe Farina at speed in the Alfa Romeo with which he won the Italian G.P. at Monza on September 3, thereby gaining the World Championship for 1950.

Farina.

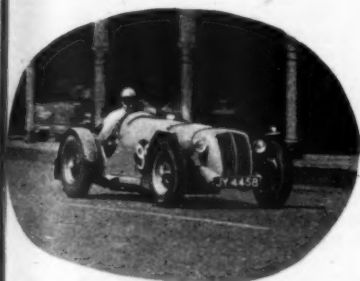




Left: The helping hand; Alick Pitts (supercharged 4½-litre Bentley) towing Victor Hern and his Amilcar back to the start. Right: Captain Stapleton, in the Aston Martin which the late St. John Horsfall drove single-handed through the 1949 Spa 24-hour race.

SPEED AT BRIGHTON

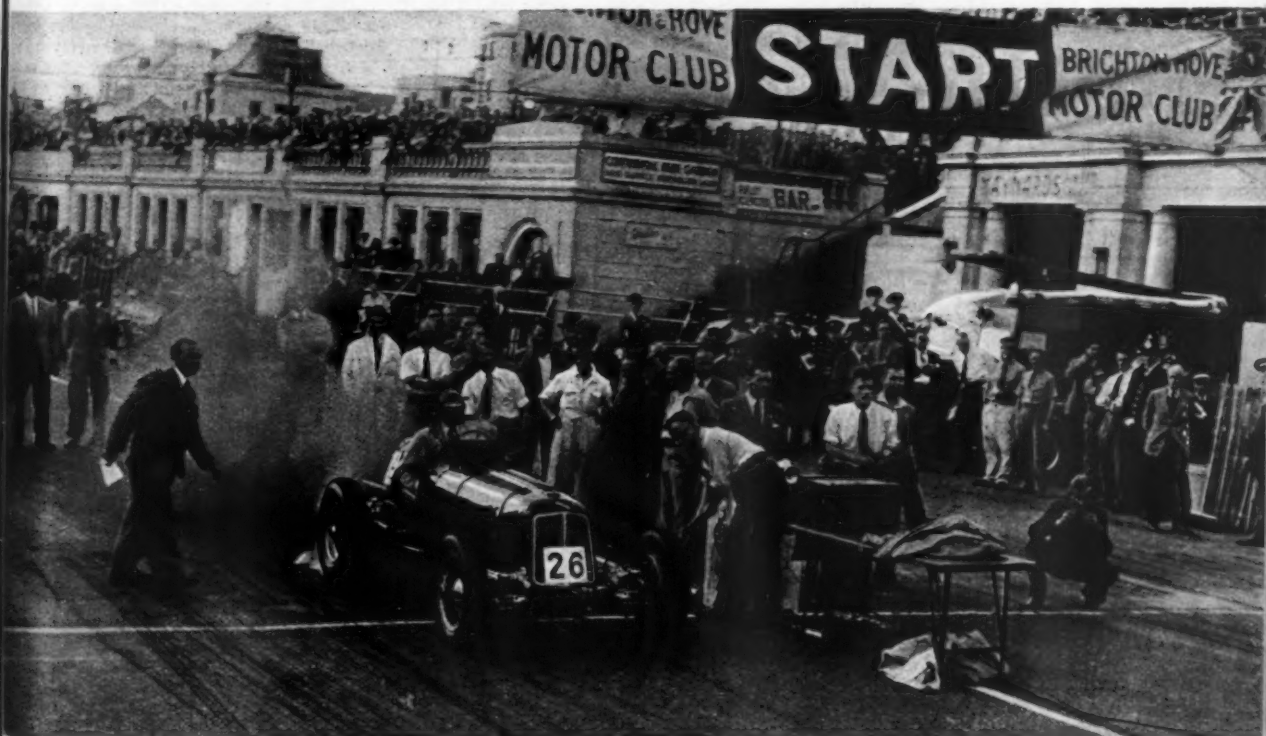
SIX RECORDS BROKEN AT SPEED TRIALS ON SEPTEMBER 2



Left: Successful supercharged sports car—G.D. Parker's Jaguette, with a 2½-litre Jaguar engine in an M.G. Magnette chassis. Right: J.B. Norris' supercharged 2-litre Alta Special, which made second fastest time of the day, getting away from Stubberfield's "two-three" Bugatti.



Raymond Mays, almost setting the rear tyres alight as he urges the 2-litre E.R.A. off the line to make fastest time of the day.



MINOR IN ARMORICA

WHERE THE ATLANTIC MEETS
THE BASTION OF FRANCE

By J. F. Hewish

A street near the quay at Douarnenez, where a brilliant sun casts strong shadows and fishing nets are hung to dry.

THE reason why some holidays go astray is perhaps to be found in the nature of travel literature. It is hard to find a brochure, published by any travel bureau one likes to name, that is not full of the most banal and flowery metaphors. These bureaux also seem unable to find writers with an accurate and idiomatic knowledge of the language of the country at which the literature is aimed. The would-be traveller is apt to feel that no country could quite live up to the magnificence of such treatment; he feels that there is a catch in it somewhere. Even such an artistic race as the French are not without lapses. I was sent an admirable bundle of good colour printing by the French National Tourist Office while I was planning a trip with a Morris Minor in Brittany. Expectation quailed before the gems in some of the brochures. I discovered that the part of the north coast of Brittany called the Côte d'Emeraude is "the most sublime poem chiselled in stone." "One of those blessed spots," it went on, "where Nature has shed her bounteous gifts."

The brochure was a main factor in the decision to avoid the Côte d'Emeraude as far as possible during this trip. The decision was justified. Brittany has many flavours. Like most lands, it is neither better nor worse than its description in highly coloured brochures, but different. What is expected is not found, but what is found is diverse and satisfying, for the most part. It could be called a country with a split personality. Split between fierce coastline and barren country, lit with gorse bloom, the Brittany that most people expect, and quiet tranquil estuaries and low-lying ports farther south, in flat country of pinewoods and heath. Split also between large and often ugly cathedral churches, over-cumbered with images inside, relieved by the fineness of sculptured portals—lesser relations of the Gothic of the famous French cathedrals—and sturdy village churches that have grown out of the stony centre of Brittany itself; as well proportioned as sailing ships.

Its personality is split again in domestic building. Carnac, the famous village of the megalithic alignments, was spoilt by the worst of seaside erections, so were Concarneau and La Baule. But here and there there are villages with biscuit-coloured houses and simple hotels—Finisterre is well-off

in them—that welcome the traveller unassumingly and happily. In the towns the squares are spacious, just by way of contrast to the equally charming narrow, ancient streets.

The only sight of the Côte d'Emeraude, which runs from Mont St. Michel to Cap Fréhel, was at the Mount itself. The legend ran that this was not to be missed. It was disappointing and is only mentioned on the principle of dealing with the less pleasant things first. Not because of the place, which is enchanting, with medieval abbey and fortifying walls, which rise from the tiny islet like extensions of the rock itself, or because of its environs, a strange waste of sand over which the tide at the springs rushes with terrifying swiftness; it was so because of the rout of vendors that is found so often near ancient monuments. One never expected to hear *homard armoricaine*, or even the less Breton "very nice omelette," touted beneath the very walls of the abbey. But in travel writing it is so hard to find the course between the Scylla of hard realism and the Charybdis—or should I make it the Sirens?—of Deep Purple.

Instincts about Brittany tended southwards, and with sound halcyon course the Morris was directed there. The bay of Bénodet, in Finisterre, was found. It is one of those seaside places which everyone must have, in some recess of the imagination, but one that they do not expect to find in reality. Here the estuary of the Odet leads to Quimper, the capital of Cornouaille. This is one of the most beautiful towns in Brittany, grey and masterful, with wide tree-lined *place* and medieval streets. Bénodet itself is on blue water between two headlands, and there is a chain ferry that rattles its way unsteadily across the estuary. There are pleasure yachts, with cutwaters as sharp as knives, as well as the sturdier fishing craft. It is the Brittany one hoped existed.

Firm, richly coloured, harmonious, friendly, the impressions suggest a description of the pottery that is called Breton *faïence*, and that is made especially at Quimper. It is more solid than the most desirable china in England and decorated with patterns by local craftsmen. It might be called florid by some.

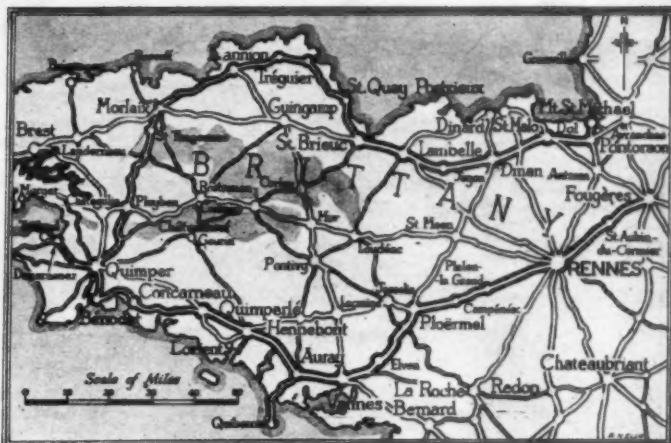
The intention on this holiday was to look at a region

which English motorists seem to have visited less than most others abroad. A glance at the map shows that both geographically and in its characteristic names Brittany has many affinities with Cornwall. It was thus expected to have the sea-surrounded pleasures of that end of England, with the added holiday satisfactions of Continental cooking. Both these hopes were well fulfilled. Brittany is the holiday land of France, but the rush to reach it does not begin until well on in the season. A party of four, such as this, was able to install itself in a hotel for a week, without previous notice, in early July. It is doubtful if this would be possible very much later in the *haute saison* which begins in July.

It may be that the pinching price of petrol is helping to keep Brittany emptier than usual. Brittany is simple in everything. The hotels are not often in the luxury class, and the cuisine is not *haute*, but the charm of the Bretons themselves is boundless. By geographical luck, in remoteness and lack of industry, they have retained a pristine courtesy. The Golden Age, if it existed, must have died out last in this part of France.

En route, in Normandy, it was possible to admire the front suspension of the Minor from the prone position adopted for picnics. Its fine simplicity emphasized the importance that a small car assumes on a holiday of this kind. The route, via Rouen, Chartres, Alençon (there is a quicker more northerly way if required, but it means crossing the battle area of 1944) takes comfortably three days. A large car might do it in two, but it would be very hard work. Absolute performance figures, the kind of material that is eagerly compared in Road Test reports, seemed very remote on these geometrically straight Norman roads, for the car was to show itself capable of 1,200 miles on 135 litres of fuel, or a consumption of nearly 45 to the gallon. A total fuel cost of £6 10s. More could not be expected, and this was possible with a load of four and luggage.

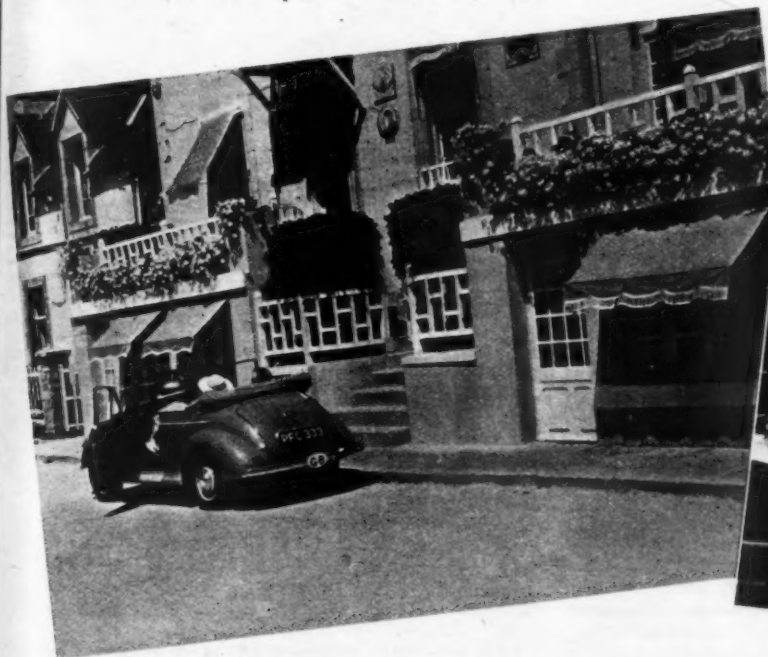
While those at home wonder how many more cars can



be supported, there is something delightful in the space and freedom of France. The neat shape of the Minor seemed to fit in against all sorts of backgrounds, the columnar poplars of Seine-et-Oise, the Gothic fantasies of many a church in Brittany, or the sandy pinewoods of Morbihan. To the French, while they watch it negotiating crowded streets (planned in the *moyen age*) such a car is of the essence of civilization, like France itself. The *gendarme's* baton flickered even more precisely at the sight of it.

Brittany can be reached more quickly by means of St. Malo, or by the new service from Southampton to Cherbourg, but the route from Calais was chosen to taste some of the rest of France. Rennes, the grey spread-out capital of Brittany, is reached on N177 from Alençon. It is a good

Flowers (and the sign of the Club des Sans Club) outside the Beau Rivage at Bénodet. Right: One of the south doorways of Treguier cathedral. The fine tracery within the arch contrasts strangely the massive quality of the portal as a whole.





Waiting for the ferry at Bénodet.

MINOR IN ARMORICA . . . continued

centre, as from it roads lead radially to all parts of the country.

A twelve-day holiday, including six of motoring and six of stay at Bénodet, cost some £30 per head for a party of four. *En pension* terms at a hotel such as the Beau Rivage at Bénodet will be about 800-900 frs. Thus with extras, such as the Muscadel wine which goes so well with marine menus, the cost is about a pound per day. Hotels everywhere in Brittany conform to a standard scale of prices and quality, so the visitor knows what to expect. A typical dinner was formed of *potage jardinière*; *rougêtre*; *tomates farcies*; *pâtés*; *fromage à la crème*. While not fare for a Brillat Savarin, intending visitors will consider prices and form their own conclusions.

History has it that the Bretons came to Brittany as an escape from Britain. It implies no criticism of this country to say that it was not a bad move. A true idea of the country, so varied, is not given by a description of one place. One imagined a land of immense and towering cliffs; harbours existing precariously on the inlets, and granite sculptures peering stonily into mist-laden winds. Some of Brittany is undoubtedly like this some of the time. The names, in a country where many of the population speak French and Breton, are magical in themselves, such as Lannion, Carantec, Kergournadec'h (Cornish echoes discernible here). A fisherman, with face like unbeaten copper, dragged immense pollack, glassy eyed, from the hatch of his boat at Bénodet *quai*. A French naval rating enquired his bait. "*Anguille*" he replied, using the French word for eel, instead of some patois substitute as I had expected.

Prehistory

To go to Brittany unconscious of the country's past would be like going to Stratford in ignorance of Shakespeare. But brief treatment invites neglect of the menhirs and cromlechs, monuments that demand explanation only mistily supplied by theories of megalithic civilizations, and Celtic migrations. The motorist has, unfortunately, little time for monuments or Celtic roots. He can luxuriate with the map in front of him in names and names. The thought of Ouessant "an island salt and bare," compels a thrill of animistic terror. Here the *procellas* are held, symbolical funerals for sailors lost at sea. In the Ile de Sein, the women wear perpetual mourning. The sea thrusts its way into central Brittany like the fingers of a hand.

It seems to the visitor that the Bretons are far less interested in the material side of things than in the iridescence of the many bays. They have the subtlest art of all, that of living. In the sunny squares of the towns there are groups of older women, in black and lace. The outstanding head-dress or coif worn at Morlaix is called *queue de homard*—lobstertail. It is hard in the summer months to get to know such places as the odorous sardine port of Douarnenez, in Finistère, where the straggling

town climbs the slope around the large church, above water that is itself of sardine brightness. Near the port the white cottages, more valuable undoubtedly to the beholder than the dweller, are meshed with sunshine and with drying nets that stretch across the narrow streets.

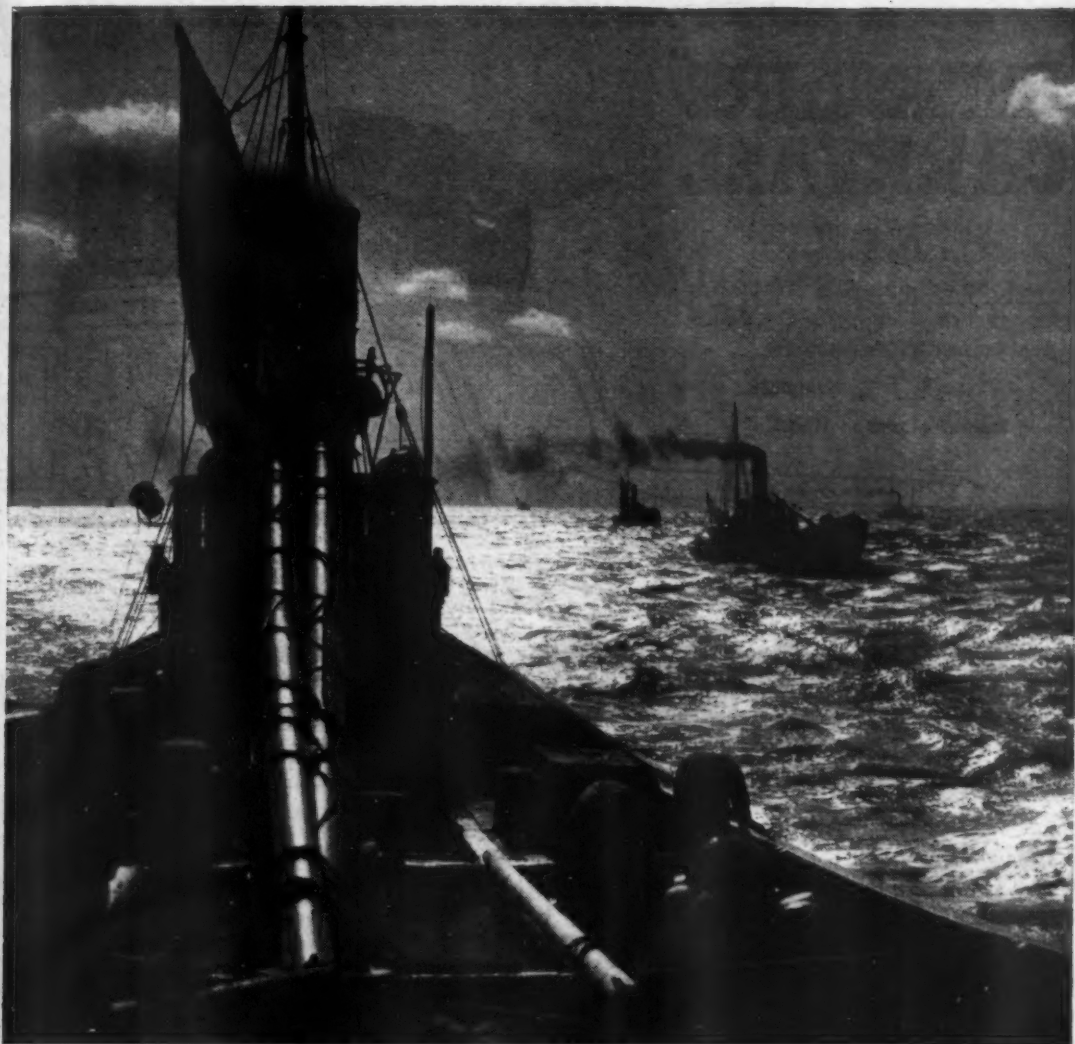
It is almost possible to forget that it took much motoring to reach these corners of Brittany, but the mind records the illuminated instants indiscriminately, like a camera shutter.

At first sight Brittany is not such a sea-pervaded land as may be imagined, for the main roads largely keep away from the sea, as they link the large towns. For coast exploring, the lesser ones must be used. There was a stretch between Concarneau and Bénodet. It ran in shrouded lanes, and the farmhouses were plain stone, relieved by the flaring red splashes of rambler roses. Surfaces in many places have suffered from inattention during the war, or from tanks. It all gave a chance for the Minor's suspension to prove its worth, and the hammer jolts were ironed out into mere rumbles. Among the rare stretches of real coast road is one from Paimpol to Etalles, on the Côte du Nord, with glimpses of arcs of white beach, and the concentric lines of surf. Everywhere colours are dipped in the intenser brush of the south. Between Pleyben and Morlaix, the road passes the highest point in Brittany, Mont St. Michel de Brasparts. There are granite outcroppings, and the course of the car leads into open stony jaws. The Bretons said once that the gate of purgatory was near here, at the lake of Yuan Elez. This inland moor is unlike any other part of the country.

The predominant flavour of a motoring holiday is always conferred by the car. It would be not in the least difficult to blow the most jingoist of trumpets for the Minor, for among the clouds of Renaults and Panhards, all designs with the same objects in view, it compared more than well. It was not a wishful distortion of feeling to realize that this design, in firmness, smoothness and homogeneity, is a notable success. Sometimes a car is better known for taking it abroad. *Très pratique* was a phrase the French used for it, and that sums up the requirements for a small car.



Narrow street at Morlaix, shut in by the tall stone houses.



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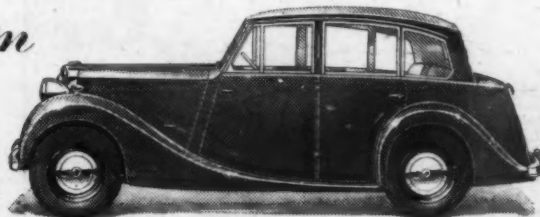
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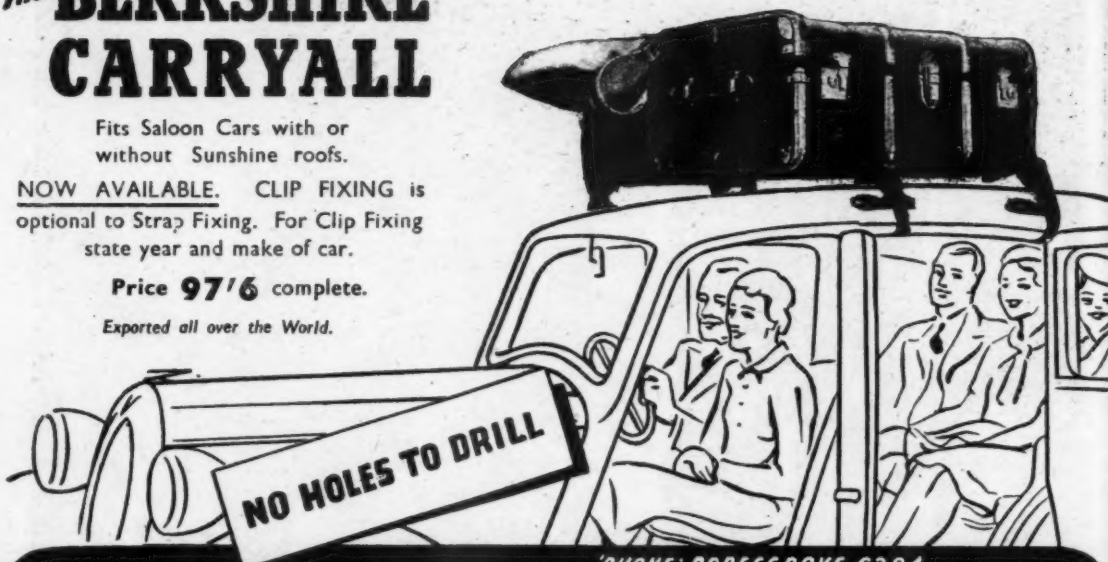
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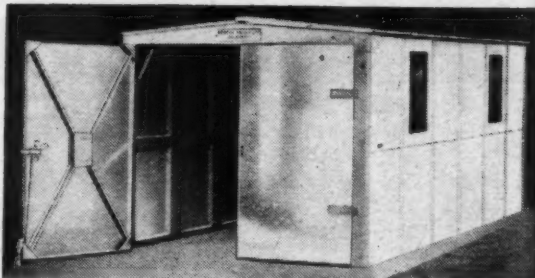
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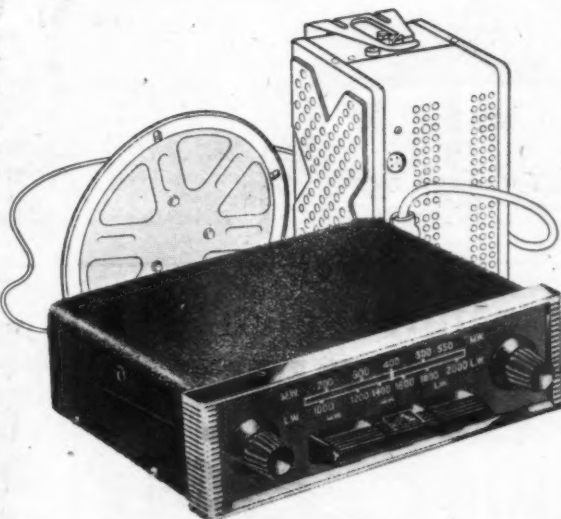
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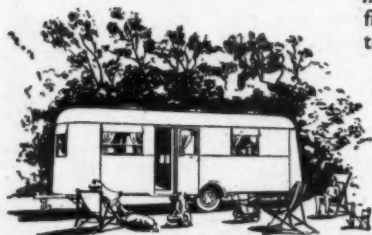
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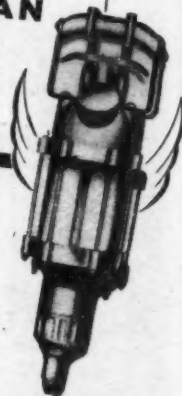
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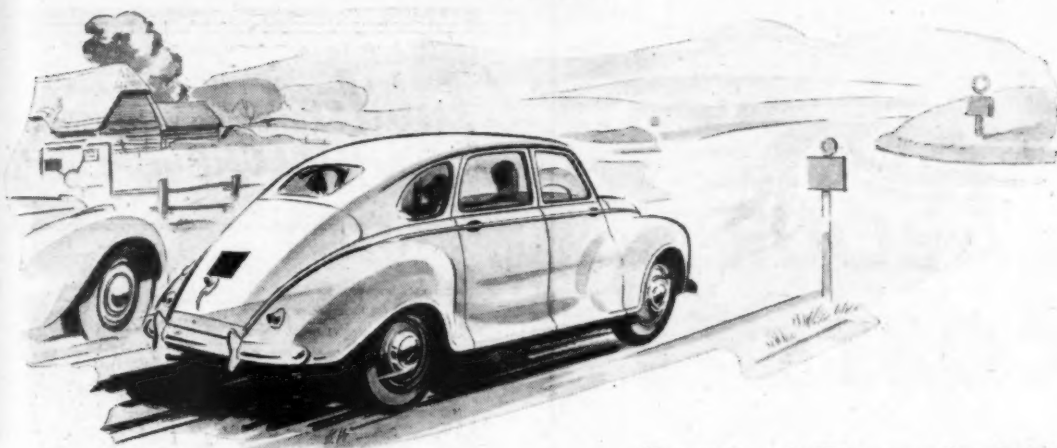
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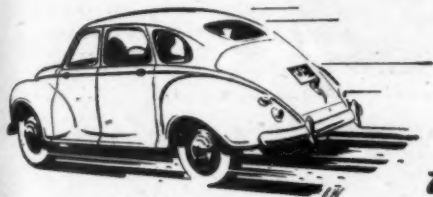
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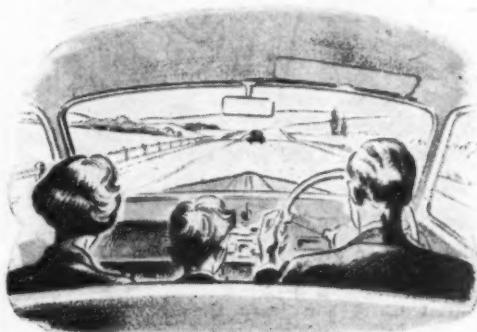
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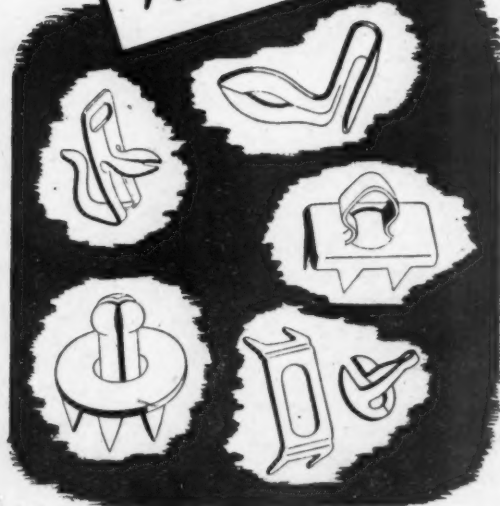
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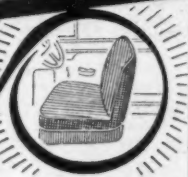
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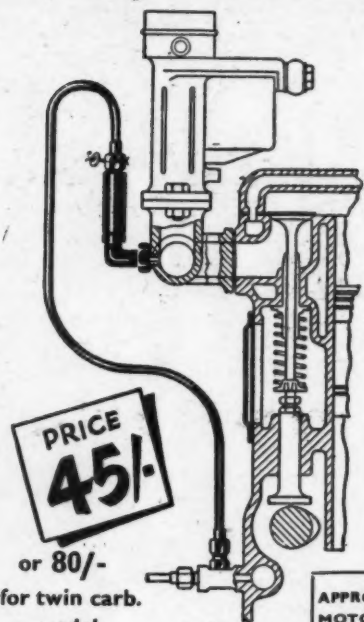
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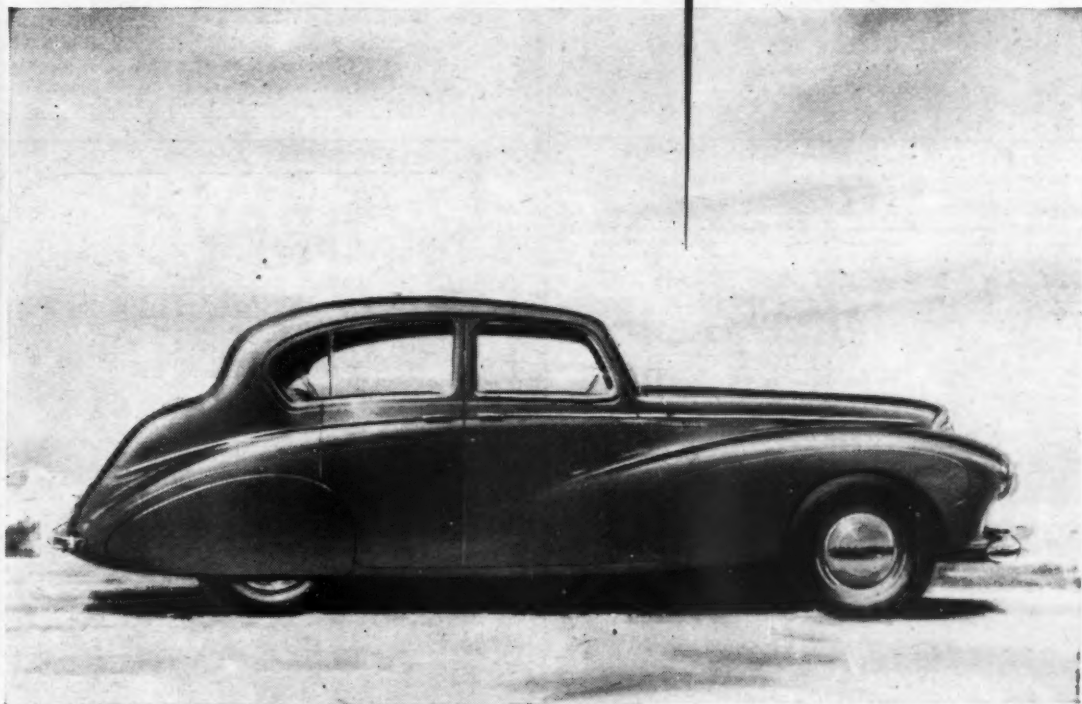
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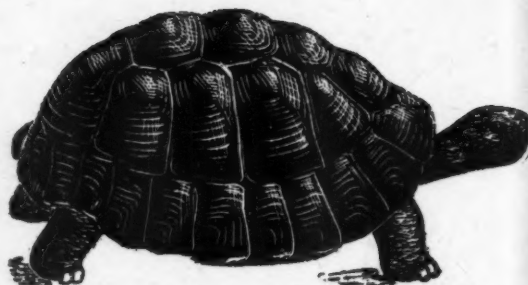
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MG. spares.—Vertical drive roller races, 8/6 pair; sleeves 20/6; dynamo coupling discs, 9/6; camshaft bearings, roller shafts, from 10/6; own rockers rebuilt, reground 7/6 each; new crown levels, M. & J. 26, T. 27; Deep Note Exhaust Systems J. 65/-, P.L.N. 75/-, T. 85/-; road springs, all models; road wheels, second-hand, 16in. £4, new 19in. £5/10; front springs, 65/-; Brooklands steering wheels 85/-; T.C. 95/-; chromium plated tubular luggage grids, 25/-; T.C. & T.D. £12/6; aero screens, fold-flat universal fittings for all models and makes, 48/- each; carriage 3/-; grab handles embossed M.G. chrome, 17/6; door grilles, all models, 10/6 each; J.2 mudguard grilles, 30/-; pair; new J.2 windcreens complete, fold-flat, chromium plated glazed Triplex safety, £11/11, toughened £10/10; axle shafts, all models; gaskets, cylinder head and sets; new crank tanks, with fittings, chrome Bonora filler caps, £12/10; filter cap locks, 10/6; Marshall supercharger set for T.A. or T.B. M.G. £40.

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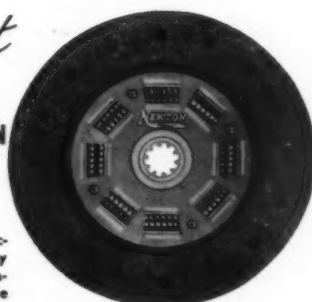
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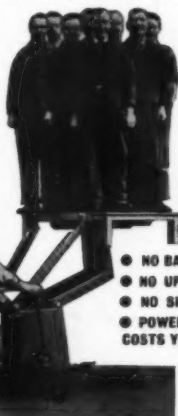
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